

# Seattle Chapter News



Seattle Chapter IPMS/USA  
June 2018

## PREZNOTES



### “Accuracy”: How Large Does It Loom In Your Modeling World?

What, exactly, IS a “scale model”? I have always looked at what I build for fun and relaxation as a scale “representation” of the real thing. It is not an exact reproduction in miniature of the 1/1 article. And the smaller the scale I am working in, the less of an exact reproduction my model is. Can many of us produce an exact reproduction of a B-29 cockpit in 1/144th scale? You can certainly try, but I am willing to bet that when you are done, we can sit down with a pile of photos of a 1/1 B-29 cockpit and discuss all the “missing” detail. I was once told by a modeler of some repute that what he aims for is to “hint” at the detail. Make it LOOK “busy”, even if it isn’t 100% all there.

And what of the larger scales? The late master modeler John Alcorn produced some amazingly detailed aircraft models in the larger scales over the years, all of them scratch built. If you are lucky enough to have in your possession his *Scratch Built!* or *The Master Scratch Builders*, you can marvel at the intricate detail such top flight modelers are able to achieve. And yet are these wonders “completely accurate” representations of the real thing? If you were bold enough to turn the prop on an Alcorn model, would it turn a crank shaft, and would pistons move? If you found the starter button of an IPMS/USA Best in Show National Champion 1/6th Sherman, and pushed it, would a puff of smoke come out the exhaust and the engine roar into action? Of course not. Every model is a compromise. How good was the kit the modeler started with in the first place? How much reference material did they have available? What was the modeler’s skill level? How much time did they have to invest in the project? All this influences the end result, and how much detail was incorporated into the finished model.

So, knowing that most modelers build kits “out of the box”, or close to it, how “accurate” does a model have to be for you to think it eminently “buildable”? I ask because as the kit manufacturers have improved their design skills with the use of Computer Assisted Design programs, and as the milling machines used to make the molds have improved, the amount of detail being incorporated into models has risen tremendously. In 1988 (thirty years ago, hard to believe!), Tamiya released to universal acclaim their “new tool” WW2 German Tiger 1 tank kit in 1/35th scale. Yet the same kit today is shunned by many modelers in preference for the mega kits from Dragon Models or Rye Field Models, loaded down as they are with twice the parts count (or more!) than the Tamiya kit, plus added photo etched components, link by link tracks, all the way down to individual wingnuts for the tool hold clamps! More accurate than Tamiya’s? More buildable?

In this time of hostile political rhetoric on social media, it isn’t surprising that similar hostility is rearing its ugly head on modeling sites as well. Recently there were comments about a new 1/35th scale Panther tank kit from Meng Models. Comments were made by certain parties about its “complete inaccuracy” and thus it

*continued on page 16*

### In This Issue

<b>Academy Panzer IV Ausf. H</b>	<b>3</b>
<b>Modeling Biography</b>	<b>7</b>
<b>Upcoming PNW Shows</b>	<b>7</b>
<b>Murphy-esque Model-Workshop ‘Happening’</b>	<b>8</b>
<b>Testbeds, Motherships, and Parasites</b>	<b>11</b>
<b>Airfix B-25C/D Mitchell</b>	<b>12</b>
<b>Panzer IV on the Battlefield 2</b>	<b>14</b>

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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.

**June 9**  
**August 11**

**July 14**  
**September 15 (Third Saturday)**

**IPMS/USA MEMBERSHIP FORM**

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

Type of Membership:  Adult, 1 Year: \$30  Adult, 2 Years: \$58  Adult, 3 Years: \$86  
 Junior (under 18) \$17  Family, 1 Year: \$25 (adult - \$5; child 6-18) 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:  
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## Academy 1/35th Scale Panzer IV Ausf. H mid-production w/zimmerit

by Andrew Birkbeck

The Panzer IV series of medium tanks was the only German tank to see continuous production throughout the Second World War. As battlefield conditions changed for the Germans during the war, so too did the Panzer IV: thicker armor, more powerful main guns, the introduction of spaced “schurzen” turret and hull armor plates. The modeler has been fairly well served over the years when it comes to Panzer IV kits in all the main scales. In 1/35th scale Tamiya, Italeri, Dragon, Gunze Sangyo, Zvezda, and Academy themselves have all done various versions of the Panzer IV in their catalogs. Academy in fact did a couple of Panzer IV Ausf H’s way back in 1984. The kit under review in this article has NOTHING in common with the 1984 releases. Not only is it from 100% brand new tooling compared to the 1984 versions, but it comes with zimmerit in the form of water slide decals!



### What’s in the Academy Box

- 9 sprues of injection molded tan plastic parts
- 1 set of “rubber band” type tracks
- 1 sheet of water slide decals with three marking options
- 1 sheet of water slide printed “zimmerit” decals
- A three-part instruction manual, with 17 pages of black and white assembly drawings covering 31 assembly steps plus a three-page set of color and marking instructions, a one-page sprue layout diagram, and a one-page zimmerit application diagram

The quality of the parts included in this kit is first rate. They are crisply molded, devoid of sink marks or flash, and barring a few exceptions are minus visible ejection pin marks once the model is completed. I have been extremely impressed with the quality improvements that Academy have made over the past ten years, and I feel their kits are right up there with the best, such as Tamiya. And I am particularly impressed that they have been producing well detailed kits, without going down the road of the hyper detailed kits some firms have turned their attention to. “Average” modelers want, I believe, something that is detailed without being overly complicated. Something they can start to work on, and hours later they can see light at the end of the tunnel, rather than being only 10% of the way through. If you like “highly buildable, yet with good detail”, Academy’s latest kits are for you!

Academy’s instructions for this kit as mentioned earlier are divided into three sections. The very first thing these have you do is drill out holes from the “underneath” of the parts for later installation of other parts. Each part needing a hole drilled out is listed by sprue/part number, as well as in diagram form. I highly commend Academy for this simple but extremely useful information.

There are all sorts of alternative parts in this kit. The kit lists itself as an “Ausf. H Mid Production” version. If you “don’t care” about total accuracy, then simply follow Academy’s instructions, and build a really nice kit straight from the box. However, if you are a stickler for being as accurate as possible, then I would highly recommend purchasing a copy of the publication *Panzer Tracts Number 4-3: Panzerkampfwagen IV Ausf. H & Ausf. J, 1943 – 1945* by Doyle, Jentz et al. This book covers the multiple changes that occurred with the production of the Ausf H, supplying very useful scale drawings and photos, and will allow you to make sure the parts you chose are correct for the time period you are after. Among the alternative parts provided in the kit are different glacis plates, rear hull plates, drive sprockets and idler wheels, track return rollers,

Academy’s instructions are very well laid out, and each assembly step covers a relatively small number of parts, making it very easy to see where each part goes. I won’t go into a detailed build summary but will instead comment on items of note as one proceeds through the assembly steps. Starting with Step 1, and you will note that the side panels for the lower hull, parts D1 and D5 have a lot of ejection pin marks on the exterior side of the parts. This will cause you absolutely no problems and don’t need to be filled IF you are going to utilize the hull schurzen shields, as the latter will cover any evidence of the pin marks. If you are going to build a model without the hull schurzen, then you will need to fill and sand smooth these pin marks.

In Step 3, you will note that the idler wheel mounts are separate parts that can be adjusted to help with the track tension. I would suggest that you not install these in Step 3, but instead wait until Step 4/5 when the rest of the suspension is installed, including drive sprockets, return rollers and road wheels. Then glue together the rubber band tracks and see which position the idler mount needs to be in to give you the desired track tension.

Step 9 - I replaced the tow cable mounts with bent paperclip metal, cut to the appropriate size. This for added strength, and I also replaced the string "cable" with Eureka brand braided copper wire cabling. Step 13: part G10, the main jack unit, has three deep pin marks in awkward to remove places as well as a sink mark! So, you can either find a replacement jack part from your spares box OR you can just ignore it. How so? Because you will have to look awfully close to try and see these flaws once the jack is installed, and the hull side schurzen is installed.

Step 14 sees the installation of the driver and co-driver hatches on the front hull roof. There is detail on the inside and outside of the hatches however there is absolutely no detail within the hull. There is also a gap between the hull sides and the fenders such that if the hatches are left open, you could probably see daylight coming in the side of the hull. If this concerns you, it wouldn't take much effort to cut out a suitably sized sheet styrene cover. If you are leaving the hull hatches closed as I did, and installing the schurzen, then you have no worries.

Steps 17 through 19 cover the installation of the hull schurzen mounting brackets and the schurzen shields. The shields come not as individual panels, but as one large piece. There is an option for the shape of the front shield plate on each side, so check your references. And there are a number of ejection pin marks on the inside of each set of plates, which should be carefully filled and sanded smooth. In Step 18, parts G17/18 are wooden boards that were installed to stop road dust coming up from the roadwheels.

Next, we move onto the assembly of the turret. The main gun barrel is a one-piece unit, which is great, as you don't have problems with misalignment of two halves, as with many kits. There is however an ejection pin mark that needs taking care of. Also make sure you mount part F11 correctly, as it is possible to get it wrong! Check your references as there are alternative parts for the muzzle brake for the main gun. Step 26 - attachment of the turret schurzen mounting brackets: start with the rear turret brackets, parts F1 & F2. Glue these in place, and while the glue is still setting, but you can move the parts, check out the mounting of schurzen shield part F18. Adjust parts F1 & 2 so that part F18 lines up precisely. Then mount brackets F4 & F30, and likewise while the glue is setting up, test fit schurzen shield F7. Repeat with the brackets and shield for the other side of the turret. Beforehand however, note that schuzen shield parts F23 & F24, in Step 28, have heavy pin marks that need removing.





Regarding the turret interior parts: other than a simple gun breach, there are zero interior parts. Thus, if you are to leave the turret hatch open (it is positionable either open or closed), you will be able to see daylight again, so mount a chunky tank commander in the turret cupola opening. There is also an ejection pin mark that needs removing on the commander's hatch if it is to be left open.

Over the past year or so, model firms have begun producing zimmerit decal sheets. They print the zimmerit atop waterslide clear backing film, such that it acts just like any other water slide decal: dip in water, wait a short time, and then slide the zimmerit decal

onto the appropriate area of the model. Academy's zimmerit decals in this Panzer IV kit are produced by DEF Model, a South Korean producer of aftermarket parts for armor models. Lately, they appear to have teamed up with Academy to help them enhance their kits. In the color and markings section of the instructions, a full page is devoted to applying the zimmerit decals. A color photo of the decal sheet appears atop a list of all the parts needing zimmerit decal application, with part drawings, so you know which decal goes on which part.

I would actually advise the modeler to apply the zimmerit decals to the individual parts BEFORE they glue all the parts together. This will allow you to handle a small part, rather than having to handle the whole model. Carefully cut out the decals, and dip them in water. While you are waiting for the decal adhesive to soften so you can slide it onto the model part, have a little container of "Future" brand acrylic floor coating handy, and a small model paint brush. Paint a liberal amount of Future onto the part where you want the decal to adhere. I say this because I have read a couple of reviews of this kit that say the adhesive DEF used for the zimmerit decals didn't stick well, and so the decals had a tendency to peel up at the edges. The Future I used acted as "additional glue", and seemed to work well, as only a couple of decals peeled ever so slightly. I fixed any peeling issues by applying a tiny amount of watery superglue to the offending areas. Once the decals have set for 24 hours, trim any edges where necessary.

Once the kit was fully assembled, I took my favorite rattle can primer, Tamiya's superb Fine Surface Primer: Light Grey, item # 87064, and applied a few light coats to the model. I let this fully cure for a few days before moving onto the color coats. For the main color, Dunkelgelb, I used MMP-011 Dunkelgelb RAL 7028, from the Mission Models acrylic paint range. For the red-brown and green mottled camouflage pattern, I utilized Tamiya XF-58 Olive Green and XF-64 Red Brown. The whole model was then given a coat of X-22 Gloss Clear, in preparation for applying the unit markings.

Academy supply markings for three vehicles: All are from the 12th SS Panzer Division "Hitlerjugend", Normandy 1944. The decals are very well printed, with good color saturation, and commendably thin. They went on over the zimmerit surface fairly well, and when in the correct position, I applied some Tamiya decal setting solution. Once they had snuggled down into the zimmerit grooves, I applied some more Tamiya setting solution, and then dipped a Q-tip into the same solution, and pressed the damp cotton bud straight down on the decals to squish them further into the grooves. After allowing the decals to dry for 24 hours, I applied another few light coats of X-22 clear gloss over the decals. The next day I mixed up some suitably colored dark brown oil paint, and some odorless mineral spirits, and applied it across the entire model to pick out the raised detail and the recessed detail of the zimmerit. I must say that this really helped to highlight the zimmerit, and I for one am very impressed with the DEF Models zimmerit sheet!

Once the oil paint wash had sat for three days to insure it was good and dry, I applied my favorite matt clear, AK Interactive's Ultra Matt Varnish. I then took some foam and cut out a few small squares, and started to "distress" the paintwork, by "chipping" the paintwork using Vallejo Dark Rubber acrylic paint, dipping the foam in the paint, and dabbing it about the model. I particularly worked on the rear and side mufflers. I then repeated the process using Vallejo Track Color paint and then to the mufflers with Vallejo "Rust". I then worked on the mufflers a little bit more using Lifecolor's Color's acrylic set Liquid Pigments rust colored washes.

I hand painted the main track with Vallejo "Track Color", as well as the tracks mounted on the rear hull plate, and on the glacis plate etc. I highlighted them with some of the Lifecolor rust washes. The hull machine gun was painted Dark Rubber, and then highlighted by rubbing a graphite pencil over it and polishing. The road wheel rubber rims were also painted with Dark Rubber. Finally, I got some

Tamiya XF-57 Buff, thinned it, and airbrushed “road dust” over the entire model, and then added extra around the lower hull, road wheels, and hull schurzen sides.

Well, this was an extremely enjoyable project, I must say. Academy’s Panzer IV Ausf H is well detailed, without being overly complicated in this day of 1,000 part kits with tons of photo etch, etc. All the parts went together very well, and the finished model looks great. You are left with a ton of extra bits to help stock up your “parts bin” as well. What’s not to love? I can therefore highly recommend this kit to modelers of all skill levels looking for a really fun build. I would like to thank Model Rectifier Corp for providing IPMS USA with the opportunity to review this excellent model kit.



## My Modeling Biography

by Wesley Moore

OK, I will try not to ramble, but that will be hard...

I think my first model kit was a Revell *USS Sullivans*, with a lot of help from Dad. (My older brother actually had the Revell Highway Pioneers!)

The first kit I spent my own \$\$ on was a Revell *USS Missouri*; I built ships until I pledged my troth to AeroAstro in college, whereby I switched to WW2 fighters in 1/72nd, intending to build "one of each," so I suppose I was a "quantity over quality" modeler...for a while.

Somewhere in Graduate School I became obsessed with the fighters which were NOT represented in kits, and so got sucked into "scratch building" 1/72nd things like the IAR-80, MiG-3, and Su-7 (one of these does not belong here...). In spite of a total lack of success, I went farther down the rabbit hole and tried to make resin castings to sell to other ~~suckers~~ modelers.

Eventually, I found out about high temperature resistant aluminum filled epoxy mold making resin, and had some success with injection molded after-market bits, and one complete airplane (IK-2). Thus (with a little help from my friends) I was an entrepreneurial modeler for many years. The business gradually ground to a halt, as work and family took up more time, and the creation of a bigger injection machine failed.

About ten years ago, after ditching my unbuilt collection, and dried up paints, etc., etc., I fell down another rabbit hole, of making CAD models of airplanes and ships, to make real models via 3D printing, and realized how much the hobby had changed over the last 10-20 years, and so became a "Rip van Winkle" modeler, and will need a little more help from my friends.\*

\*This summer I will have been an IPMS/USA member for 50 years - I want my pin!

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## Upcoming PNW Area Shows

June 23, 2018  
Billetproof NW Model Car Contest  
Chehalis, WA  
Website: <http://www.sabanw.com/>

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/>

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## Murphy-esque Model-Workshop ‘Happening’

by Scott Kruize

Several of our members got together for a casual, low-key, at-home, pizza lunch/building-and-‘shoot the bull’-session. We got some modeling done!

Our gracious hosts were Sirius Murphy, that irrepressible bon vivant black dachshund and his titular master Ken, who will be referred to in this article as ‘KCM’. (This is so it doesn’t show up on the Google searches that so irritate him, when he looks for his own name and it comes up mostly as a casual mention in one of my articles...)

We got some modeling done. George Stray did some work on his ‘Great War’ Rolls-Royce armoured car. (Our Newsletter Editor will think that’s the only appropriate spelling.) George told us a bit of authentic history - as opposed to whatever it was Hollywood prop men kludged together to put on the big silver screen in the epic sweep, larger-than-life, Technicolor, Filmed In Cinerama, David Lean-directed, cast of thousands, no-expense-spared, movie-blockbuster *Lawrence of Arabia!*

We discussed the State of the Union, its problems and divisions, as affected/exemplified by our current President. That is: what we can’t avoid talking about nowadays, whenever any two or more of us citizens speak to each other under any circumstances, for any purpose whatsoever...

But more immediately, about ourselves and our various friends-and-relations: we’re hoping that advances in medical technology will catch up and then keep pace with advances in our physical ages and conditions. Some of us are jockeying to keep our places in the Race for Life by becoming cyborgs. Hey, if a component in one of our model builds proves itself to be a weak misfit, not up to our current standards, we go for aftermarket components, eh what? Who’s to say we can’t do the same for our own personal equipment? All we want is to preserve enough energy, memory, eyesight, and hand dexterity, to do justice to our kit stashes!

And we got some modeling done! Our (human) host made progress on his Czech Pz.Kpfw.38(t) tank, so vital to early Axis victories over the outdated armies in the rest of Europe. KCM has recently fallen under the spell of our IPMS club’s tyrannical armor-building clique, which overthrew the formerly-dominant model airplane-building majority to install Prez Andrew Birkbeck and Vice-Prez Eric Christianson. In submission to their wills, he’s started to interrupt regular builds of 1/48th-scale airplanes, to work on 1/48th-scale armored vehicles. He claims Andrew asserted the model “is an easy four-day build” and challenged him to finish it by our next meeting...

Our main luncheon course was a pair of pizzas from Papa Murphy’s. Regrettably, the local manager could not be persuaded that KCM deserved a family member discount, so he had to pay list prices...thank you, Ken...I mean, KCM.

And we got some modeling done. Andrew put together – bit by elegant bit – much of the suspension system of his 1/35th-scale Israeli Merkava main battle tank. To all who’ll listen, he praises the ever-higher quality (with few exceptions) of AFV kits, often by marques unheard-of just a few years ago. Recall he dates GOOD injection-molded plastic model kit manufacturing only from Tamiya’s introduction of 1/35th scale tanks in the 70s. Things have gotten mostly better since.

Around the table, we discussed a number of other topics. One was that attending IPMS club meetings is fine, and helping work the yearly Contest and Show better...but making your presence known is also important, and rather rarer than we notice. A couple of long-time members left us with only slight familiarity with their faces. What’s wanted: to bring builds to the meetings, put them out on the Show-and-Tell tables, and tell us about them. We want to share and enjoy our modeling experiences, and learn from each other. Always, we want presentations interesting, informative, and brief.

And we got some modeling done! Brian Medina did considerable work on his Fujimi 1/72nd-scale twin-engine ‘Zero’. (They were all Zeros. KCM used to work yearly with a colleague at Pierce College, organizing World War II Week for the students, staff, and public.





The colleague told us the Japanese planes of the Pacific War were conspicuously decorated with great big red-colored O's or spots: i.e., they were all Zeros. This is contrary to the NorthWest Scale Modelers display that ran these past three months at the Museum of Flight. It was entitled "They WEREN'T All Zeros". The display's Producer is doubtless one of those pedants who dots all his I's, crosses all his T's, tells you when you're misusing ITS or IT'S, and has some sort of miniscule expertise over some trivial subject.)



We thrashed out some 'Happy Homeowner' issues, such as the start of my own neighborhood's street being torn apart to replace ancient septic tanks with a modern sewer system. Other members chimed in with various expenses they'd encountered or were encountering: fixing up existing homes, moving to a new one, or—in Andrew's case—building a house from scratch halfway around the world. None topped KCM's ongoing experiences with major repair/rehabilitation projects that started the day he moved into the 'Dream House' (his wife's term) we were sitting in.

But we got some modeling done. I made progress on that Siemens-Schukert D.III late 'Great War' fighter. We can't agree whose fault it was, but I 'inherited' it after KCM's famous "Incident". You heard of it: clear plastic fast-food-joint condiment cup, filled with brush cleaner, left for two weeks inches from carefully-painted model subassemblies... Anyway, I was able to 'Future' into place a bunch more of the rib tapes. They are, of course, printed, each and every one, separately from the main lozenge-patterned decals covering the wing panels.

As we worked on our modeling, the matter of Domestic Tranquility came up. None of us claim unassailable authority on this subject, but did note 'mismatches' do come in degrees of importance, with some leeway for different personalities and perceptions. But we agreed that a big family get-together is never a good time for relatives to find out that one has borne more children than previously admitted...or that eagerly telling acquaintances about preparations for retirement off in Venezuela really ought to include a warning about broaching the subject with the wife. Not being so warned, Andrew was surprised when his casual remark provoked a mini-tirade: "Why would I move to Venezuela when I've lived here happily all my life?!" Our recommendation to all: issues like these really ought to be thrashed out with one's Significant Other BEFORE getting too deeply into wedding plans...

But Sirius was not distressed: he managed to finagle bits and pieces of pizza, from various hands, under various parts of KCM's dining room table!

We discussed the gigantic find of magazines that Andrew was persuaded to take from the widow of a husband who'd had large subscriptions for decades. *Air International*, *Aeroplane*, and *FlyPast*, are all English magazines great in their own way, and understandably expensive at newsstand and subscription rates. But now, we note that after we've traded them all around and looked through their articles and pretty pictures, they're not worth anything. They'll have to be consigned to recycling bins.

Meanwhile, I'm enjoying going through my share of the piles, so far. Look at some great recent pictures of reconditioned Hurricanes! And some of the articles are worthy of saving to use with current or



future builds. An immediate example: this great cover shot from the April 1993 *Aeroplane* is clear and sharp enough to inspire an attempt to duplicate markings on my 'collection' build of 1/48th-scale Monogram Mosquitoes. The upper forward wing panels between the fuselage and the engine nacelles were bordered and crossed with red warning stripes and 'No Step' stencils. Real Mosquitoes were not particularly fragile overall, being made from Canadian birch and spruce, and South American balsa. (Balsa may not be a hard wood, but IS a hardwood.) But those two panels were thin sheet metal over the radiator cores, and could be easily bashed in by a careless mechanic's footstep. Thank you, Andrew, for your efforts hauling all those magazines (in multiple trips, you said!) to share with club members. They'll entertain and make our modeling better.



Everything at our get-together was like prior ones in being Intellectually Stimulating, Culturally Elevating, and Morally Edifying. It couldn't be otherwise, with the quality of people in our own club, and in the worldwide modeling community as a whole. So it's appropriate here to conclude with an advertisement from *Air International*, December 1987. I'm keeping this issue out of my recycling bin because it's got material for future builds, namely articles about India's aerial defense (which included two shooting wars at the time the article was written), and color profiles for Boeing 727s and 737s in military and civilian service. But I'll share the ad with you all. Its Intellectually Stimulating, Culturally Elevating, and Morally Edifying qualities stand out in clever use of the language and an attention-getting turn of phrase: "We stick our business in other people's noses!"



All that...and we got some modeling done!

## **Book Review: *Testbeds, Motherships & Parasites: Astonishing Aircraft from the Golden Age of Flight Test*, by Frederick A. Johnsen**

**reviewed by Chris Banyai-Riepl**

As long as aircraft have existed, there have been test planes. After the Second World War, the world entered into a new age of flight test as humans set their sights higher, faster, and further, ultimately leading into space itself. While many aircraft were purpose-built for these tests, another common occurrence was the conversion of existing airframes to function as either test aircraft themselves or support aircraft assisting other test vehicles. This book takes a look at these converted aircraft, filling an important hole in the historiography of test aircraft.

The book begins with the early history of parasite aircraft, going back to the Curtiss Sparrowhawk and the USS Macon dirigible before the Second World War, and the German Mistel and Japanese Betty/Ohka combinations that showed up towards the end of the war. After the war, the United States took on this idea of parasite aircraft with the XF-85 Goblin and FICON designs. Both saw tests with the Boeing B-29 Superfortress and Convair B-36 Peacemaker, including belly tests and wingtip tests.

Next up in the book are the bombers modified for testing purposes. These ranged from obsolete WW2 bombers such as the B-17 and B-24 as well as new designs coming off the assembly line, like the B-45, B-47, and B-52. Using existing airframes to test different components simplified testing procedures, so it is no surprise that these aircraft were pressed into work testing new engines and other easily transferred technologies. Along the same lines, transports were similarly converted into testbeds, such as the Boeing 707 and 747.

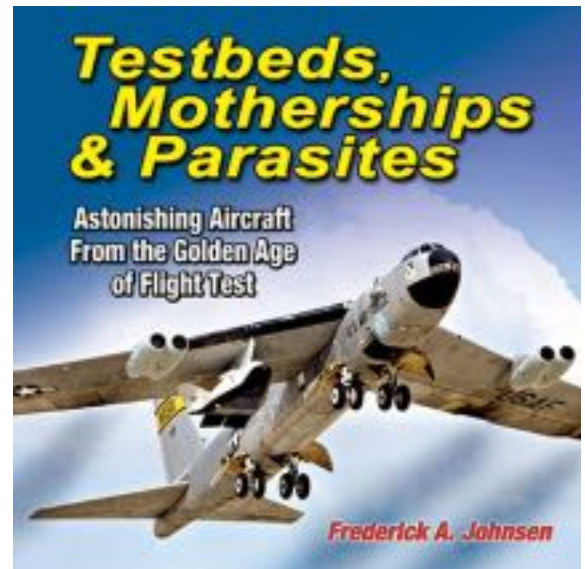
Following these big testbed aircraft, the book then delves into the test aircraft from the neighbor to the north, Canada. Like the United States, this country impressed into service many existing aircraft as testbeds. The book covers such common types as the Beech 18 and the Vickers Viscount, but probably the most interesting from these aircraft would be the Canadian B-47 Stratojet, replete with a large turbojet mounted on the rear fuselage.

Motherships are the next area of interest, and it is here that we see some of the more interesting test aircraft. Not necessarily in the motherships themselves, but in what they carried underneath. Here you will find the B-29 and B-50 motherships to the X-1 and X-2 program, as well as the lesser known Orbital Sciences Lockheed L-1011 mothership. The most renowned mothership, though, would have to be the B-52 Stratofortress, from which we saw the X-15 shoot to new altitudes and speeds, and lifting bodies fall powerless to earth, both of which helped guide the next aircraft carried by a mothership: the Space Shuttle. The Space Shuttle and its 747 carrier aircraft gets its own chapter and rightfully so as it was unique in so many ways. The book finishes up with interesting under-wing subjects such as drones, the latest Scale Composites motherships, and miscellaneous smaller converted test aircraft throughout the decades.

This book offers up an interesting history of these aircraft, and the photos throughout help bring them to life. The text, though, is particularly enjoyable to read, made all the more so for me as I've had a passing acquaintance with the author. In fact, my first memory of Mr Johnsen would be a vague recollection as a small child, of a station wagon parked out back by my parent's garage as he and my dad chatted away about various bits and pieces of airplanes found in junkyards across the American West. The result of that meant that as a kid I got to hold original WW2 gunsights and even a P-63 spinner. That history of aviation archeology exhibited by Mr Johnsen has definitely carried over into his writing, and the result is a story that is both thorough and passionate in its telling.

My thanks to Specialty Press for the review copy. Visit their website to order this and other quality publications.

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



## Airfix 1/72nd Scale North American B-25C/D Mitchell

by Mike Kellner, IPMS# 30864

A versatile twin-engine medium bomber, the B-25 was to find its first fame on April 18th, 1942, as the Bomb Group led by Jimmy Doolittle flew them off the carrier *USS Hornet* and made the first attack on Tokyo. Mitchells were flown by many of the United States' Allies, were used throughout WWII, and were in service up into the 1960s.

The new Airfix B-25C/D was sorely needed in 1/72nd scale. The kit comes in a sturdy box with nice box art and is cast in gray plastic with finely molded recessed panel lines.



Although each sprue was individually wrapped in clear plastic bags, one half of my sample's fuselage was warped, and this ended up being a challenge throughout the build. The kit comes with an option of an open or closed bomb bay, and if you decide to open it, 500-pound bombs are provided.

The kit includes a nice interior for this scale and also provides a choice of having movable rudders and elevators, but the ailerons are fixed. The landing gear can also be posed up or down, as may the flaps. I opted to build my model with the landing gear and the flaps down.

The fit is good overall and it's nearly flash-free. I did have trouble with the warp in the fuselage as I closed up my bomb bay. Had I opted to open the bomb bay doors, there's an interior insert whose added strength would've probably helped straighten it out. I had to cut off the nose gear door and glue it flush to the outside because it didn't seem to fit alongside the landing gear leg like I believe it's supposed to. Two different canopies are provided with slight differences in the windscreens, and two separate clear nose parts for different machine gun arrangements are also included.

There are two markings options provided by Cartograph decals, for one B-25C and one -D model. I opted for the -C which features a desert camo scheme. The decals worked fine using Solvaset.

The instructions are clear and detailed as are the decal instructions which are nicely done in color and are nearly frameable. A drawback is this that both schemes were for stateside airplanes and it would've been nice to have had some combat veterans included, but I'm sure aftermarket companies will take care of that.

The tires are slightly flattened to help the orientation of the wheels. Luckily this is prototypically subtle, not overdone - and looks good. I weighted my model so it didn't sit on its tail but because of the glass nose, there's very little room to get enough balance weight in it which won't be seen after the kit is built. I put weight in the engine nacelles, nose gear well, and under the nose compartment deck, the tunnel, and wherever else I could find room.

I really enjoyed this build and hope to do more of these new Airfix releases. I would like to thank IPMS and Airfix for the opportunity to review this kit.



## Book Review: *Panzer IV On The Battlefield 2* by Craig Ellis

reviewed by Andrew Birkbeck

Around 1970, Monogram Models released a "Panzer IV" kit in 1/32nd scale. There was no mention on the box top as to what version (Ausführung) it was, simply that it was a Panzer IV "with 75mm gun". As military vehicle historians dug deeper into the history of German military vehicles from the Second World War period, they learned that the Panzer IV, for example, was produced in a series of "Ausführung", or versions: Ausf. A, Ausf. B etc. Eventually model firms figured this out too so that by the early/mid 1970s, Italeri was producing kits such as their "German Tank Pz.Kpfw. IV Ausf (H)" while Tamiya had their "Panzerkampfwagen IV Ausf. H".

As historians dug deeper into the records, it was discovered that within a series run, changes on the tank manufacturing lines produced distinctive "Early" or "Initial" variants of the tank, together with "Mid" and "Late" production variants. Dragon Models seemed most into this sort of kit, with 2010 seeing for example the release of a "Pz.Kpfw. IV Ausf. H Late Production". Or "Pz.Kpfw. IV Mid-Production Autumn '43". And some great books began to appear on the subject such as those from Thomas Jentz and Hilary Doyle in their "Panzer Tracts" series. Finally, it was figured out that not only were there differences within an Ausführung production run such as "Early" and "Late", but there were also differences in vehicle fittings based on which manufacturing firm produced the vehicle. So, for example in the case of the Panzer IV, within the month of January 1944, there were three different firms producing the Panzer IV: Krupp, Vomag, and Nibelungenwerke. And each firm had their own little "tweaks" on the theme on any given day. Who would have guessed!

Craig Ellis is well known to WW2 German vehicle modelers as a meticulous researcher, and he seems to specialize on the Panzer IV. This is his second book on the Panzer IV in the Peko Publishing library, and it is a gem of a book. The book is printed on good quality paper, and the pages measure 11.5" by 8.25". The book starts off with a three-page written Introduction to the Panzer IV, pointing out that the tank's production should sensibly be divided into two main stages, Kurz (short) and Lang (long), as in Panzer IV's main gun barrel length. Initially the Panzer IV had a short barreled L24 75mm gun designed to fire high explosive shells in support of the infantry. And initially the Panzer IV Kurz vehicles were very good at their job. However, with the invasion of Russia by German forces in 1941, the German military ran smack bang into Soviet army tanks with very thick armor and armed with more powerful main guns than previously experienced by the Germans. A change needed to be made to the Panzer IV's main armament to deal with this new threat. So, starting with the Panzer IV Ausf. G, a new more powerful weapon was deployed in the turret of the tank, a long barreled L43 75mm gun, derived from the Pak40 anti-tank gun.

The Introduction then goes on to explain that there were three producers of the Ausf. G and follow on Ausf. H, those being Vomag, Nibelungenwerke and Krupp. A useful list of the main features present on each vehicle from each manufacturer is provided. The Panzer IV as a tank came close to cancelation during production of the Ausf. H, but was saved thanks to the intervention of General Guderian, who became involved with Panzer production. As this occurred during late Ausf H production, there was also a handover from Krupp as the main Panzer IV manufacturer, to Nibelungen.

The guts of this book, however, is the 100 pages of black and white period photos. Each page is limited to one photo, the photos being very large at 10.25 inches by 6.25 inches in size. For the most part these are well reproduced, and under each photo is a detailed description of what the vehicle represents, in terms of Ausführung as well as the vehicle's manufacturer, and any identifying features that makes this so. The photos are new to me and come from various private collections. All the photos are of long barreled Panzer IV's, and there is a great variety from blown to bits, to fully intact.

If you have a strong interest in WW2 German tanks as I do and knowing the importance of the Panzer IV (the only Panzer to see continuous production during the war), then this book is a gem definitely worth having for your reference library. Great photos, well produced, and expertly captioned: what's not to like? HIGHLY recommended, period. My thanks to Casemate Publishing for providing this book for IPMS USA to review. Casemate have been a supporter of the IPMS USA National Convention the past many years by having vendor tables at the event, including this year in Phoenix.

Hard Cover Book

World War Two Photobook Series: Volume 16

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US Distributor's Web Site: <https://www.casematepublishers.com/panzer-iv-on-the-battlefield-volume-2.html#.WxRhKUGvyUI>



Ebből a szögből jól látható a Bosch-lámpa Vormag által kivitelezett csatlakozása – a vezeték kimeneti nyílása előrébb van a fényszóró konatánál, ezért némileg hátrafelé hajlik. Meglepő módon a torony oldalán még megtalálható a kinevezőnyílás, holott a páncélos többi jellemzője már későbbi jegyeket mutat. A 116. páncélososztályt az 1942 nyári hadművelet alatt a 16. gépkocsizó gyaloghadosztály mellé rendelték. A Kaukázusban vívott harcok során a német egységek közül ez a két alakulat jutott a háború során a legméresebb keleti irányban.

From this angle the Vormag style of Bosch headlights mounting is clear, the cable bends rearwards as it exits the glacis plate before heading up to the headlight mount at an angle. What is unusual is the turret having side visors in conjunction with later chassis features. Pz.Abt.116 was assigned to 16. Inf.Div./mot during the 1942 Summer offensive and while fighting with this unit in the Caucasus managed to push the furthest East of any German unit during the war.



A 1/35 scale model of a Panther tank, built by a member of the IPMS Seattle Chapter. The tank is shown on a beach, with the sea in the background. The number '64' is visible on the turret. The tank is a very accurate representation of the real thing, with many details visible, such as the tracks, the turret, and the main gun.

The presence of an individual track on the right fender tells us this is a Krupp vehicle. Its Zimmerli pattern is quite deep and well early Krupp application. The turret Schurzer pattern also consists of horizontal bands of vertical tracks, but unlike Zimmerli's Krupp applied it narrower bands. On the right side the turret it has the first two rings out about 45mm, on the left side they are all all complete. A good view of the overlapping mounting of the rear Schurzer door.

**PrezNotes**

*from page 1*

was “unbuildable” and a “POS”. Its crime? Apparently, the bolts that ring the road wheels on a real Panther tank are hexagonal, while Meng had the audacity to make them round. Oh, the humanity! Anyway, the bolts were represented, and they were the correct scale size, and there were the correct number. But sure enough, if you look, they aren’t the correct shape to be “completely accurate”. Deal breaker for you? “Unbuildable”? Clearly not, as someone posted a short time later an example of the kit they built up! And which they stated was “a really fun build”.

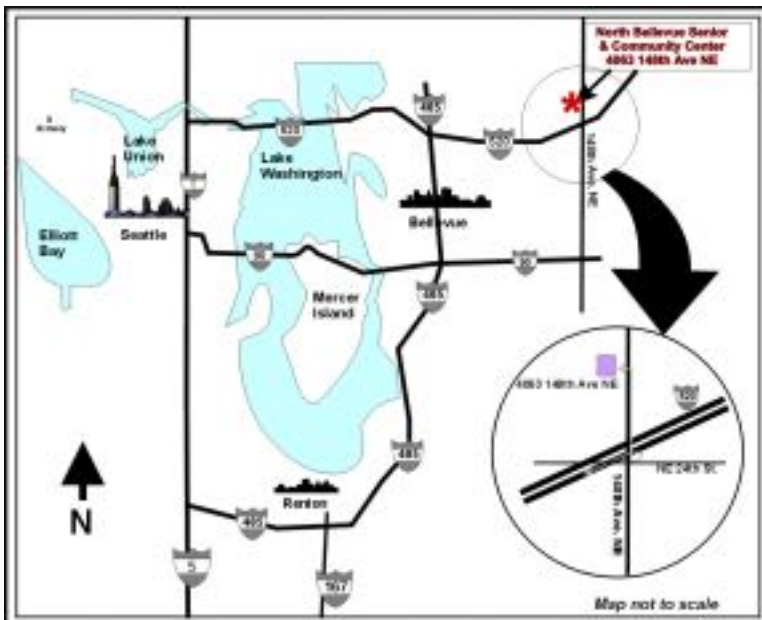
See you at the June meeting. I will have four models for Show and Tell. How accurate are they going to be? Turn up and see.

Cheers,

*Andrew*

# Meeting Reminder

# Meeting: June 9



**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.