

Seattle Chapter News



Seattle Chapter IPMS/USA
February 2019

PREZNOTES



The Main Event: IPMS Seattle Spring Show 2019

At this month's meeting, we will have sign up sheets for your opportunity to pick a spot to volunteer to help staff the April 13 IPMS Seattle Spring Show. For those new to the club in the last year, this is our Club's big opportunity to give back to the modeling community of the Pacific Northwest by putting on the largest non-Nationals Contest and Show in North America. "How Large", I hear you ask? Well, last year we had over 1,000 models on display in the Contest and Display Only categories, over 60 vendor tables, a Make N Take for the kids, and over 800 paying guests through the doors.

But this event isn't just about showing off our great hobby to the community. It is also an opportunity to keep our annual chapter dues low. Those of us who have been around a few years will remember that our dues were once \$25 a year. We lowered them to \$15 due to the success of our show. And have kept them at this very low level despite increases in our costs over the last decade. So, helping with the show if nothing else helps your own wallet directly. And helping with the show gets you in the door to the event for FREE. An additional savings to your wallet.

We also need all our members to enter their models, either in the contest, or the display only categories. As well as the pleasure derived from participation, everyone entering provides lots of models for the paying customers to see. If you pay to enter a model show, you want to see lots of MODELS!

"But Mr President, my models aren't good enough to enter a show". REALLY? Well, to all those young kids and adults who come through our doors and aren't modelers themselves, or are just getting into/back into the hobby, trust me, EVERY

model produced by our members is a wonder to behold. It's not about taking away ribbons, IMHO, but it is having people leave our show wide eyed at the amazing creations each and every one of us produces every time a model is finished by one of us. **So bring all your models completed since last year's show, or that you haven't yet entered from previous years.**

And speaking of things you can do for YOUR Club, we are holding E-Board elections within the next few months. Our current Vice President Eric Christianson is running for reelection, but your current President is stepping down into retirement. **So PLEASE consider running for the E-Board, with elections due to take place in May, with the successful candidates being announced at the June meeting.**

I hope to see you all at the Chapter meeting this Saturday, provided the weather has cleared up! Snow should be constitutionally banned in areas like hilly Seattle!

Cheers,

Andrew

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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 2019 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.

February 9

April 6 (VFW Post)

March 9 (VFW Post)

April 13 (Spring Show, Renton)

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 years) 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
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NorthWest Scale Modelers Show: February 16-17

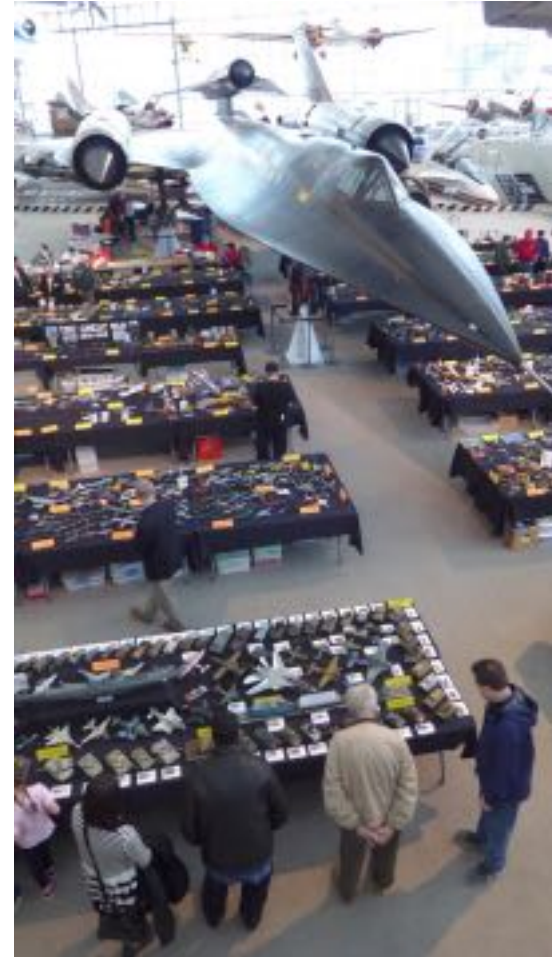
by Tim Nelson

The NorthWest Scale Modelers Show at The Museum of Flight in Seattle on February 16-17 is fast approaching. It is an opportunity to show off your models, and promote this great hobby, to a very large audience. It's also a chance to bask in a weekend of modeling without judging, being judged, or spending your hard-earned cash on vendor wares you really didn't need anyway.

If you never participated, why not start this year? Celebrate the hobby, enjoy the work of others, chat with your fellow modelers, and learn from an eclectic mix of seminars. This two-day show is a pure exhibition, not a contest, so come enjoy a relaxing weekend immersed in your favorite hobby. Although the main model show is organized simply by modeler, we will have two special group displays: 75th Anniversary of D-Day (Jim Bates coordinating) and Air Racing /Record-Setting (John Newcome coordinating). Eric Christianson is organizing a variety of cool seminars in the small neighboring theater; learn and share your knowledge.

We have a Special Guest! Modeler and author Chris Bucholtz will be there both days to discuss his new P-47 book (*Thunderbolts Triumphant: The 362nd Fighter Group vs Germany's Wehrmacht*) – and show his models! There will be ample working tables for the public to see modelers in action; bring projects to work on. Museum admission is FREE all weekend to exhibiting modelers.

If you received show e-mail over the holidays, you'll see a detailed pre-show briefing in early February. If not, please contact Tim Nelson (e-mail: timndebn@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com) to ensure you are on the distribution list. See you at the show!



Accumulating the Drift...Choosing Which Weathering Products to Buy

by Eric Christianson

The variety and cost of weathering products sold these days offers a bewildering array of choices to the modeler. Many of us find that we buy way more than we need, and certainly more than we end up using.

I've been building and weathering models for long enough now to know that the learning process is never-ending. With every build I learn something new, or at least I refine something I've done before. Through it all, however, I keep coming back to a certain small set of products that, together, end up providing about 95% of what I needed to do the job, even when that job kept changing and my skill set improved.

So - I thought I'd create a short list of those items that I feel are indispensable for my own work. I sincerely hope that some folks disagree with me; with what I've included (or excluded). Just opening that discussion will open doors to new ideas, and that's this is all about.

Except where noted, all of these products can be purchased at our local hobby shops.

Mona Lisa Odorless Paint Thinner – I use this to thin all non-acrylic weathering products, including washes, filters, and pigments. It will not affect underlying paint. It comes in several sizes and can be found at Ben Franklin's and/or Michaels.

*

Mig Wash Brown (tube) Oil Paint – Like all Mig Oils, this has a very fine pigment. I mix it with Mona Lisa before each use for filters and washes.

Mig Dark Wash (pre-mixed bottle) – I thin this 10-1 as a wash. This is nearly identical to Burnt Umber Oil Paint in color and hue.

Mig European Dust Pigment – I apply this wet (for mud or dusty tires) or dry (directly to the model surface).

Mig Russian Earth Pigment – Ditto but darker.

*

(Any) Silver (tube) Oil or Wax Paint – I dry brush (or apply with my finger and/or an artist's blender) to highlight metal surfaces and guns. It's 'model bling'.

Uschi Metal Polishing Powder (Chrome) – Ditto – think Etch-a-Sketch powder.

*

Vallejo Model Air Light Brown (squeeze bottle) – I spray this on as road dust, thinned 4:4 (drops thinner:paint) with Vallejo thinner + 1 drop Liquitex Flow Aid.

Vallejo Model Color Buff (squeeze bottle) – Ditto but lighter.

Vallejo Model Color German Cam Black Brown (squeeze bottle) – I use this un-thinned for paint chips and rust spots.

*

AK Interactive Streaking Grime (bottle) – I streak this on a glossy surface, un-thinned. I let it dry and then work it with a clean brush damp with Mona Lisa.

AK Interactive Track Wash (bottle) – I use this un-thinned on armor track after paint but before pigments.

*

Fine grade craft sand, real dirt ("moon dust"), and Plaster of Paris – I use these for mud. These items can be found at Ben Franklin's or Michaels.



Other products I depend on...

Model Master (Black Bottle) Liquid Cement for Plastic Models – I use this when I need time to work, such as assembling track, and with large parts, such as fuselage halves. Sticky in seconds yet workable up to six hours before drying rock hard.

Tamiya (Green Top) Liquid Cement – I use this when I want capillary action to draw the cement into assemblies.

Gator's Grip White Glue ("Elmer's on Steroids") – I use this for photo-etch and other applications when I want a strong and crystal clear bond.

Super Thin Zap and Super Thick Zap super glues – I use these products when nothing else but super glue will work. "Looper's" make an easy task of this.

*

SC Johnson Pledge Floor Care Multi-Surface Finish (a.k.a. Future Floor Polish) – I use this for all glossy coat applications, un-thinned, if Krylon spray clear coat is impractical.

Vallejo Matt Varnish – I use this for all flat coat applications, thinned 4:4 (drops thinner:paint) with Vallejo thinner + 1 drop Liquitex Flow Aid.

Krylon's ColorMaster Paint + Primer With Durable CoverMAX Technology line of spray paints and clear coats. Big name, big cans - I use these whenever I possibly can. They're cheap, they dry very thin, and the finish is as hard as nails. These items can be found at Fred Meyer.

Perfect Plastic Putty – I use this to fill seams and other gaps. It thins and cleans with water and requires no sanding. Think model-caulk.

Shameless Plug for the NorthWest Scale Modelers Show: If you want to see and touch any of these products and hear about how they can be used, try to attend my seminar at the NWSM Winter Show at the Museum of Flight. Mine is just one of many free seminars being presented that weekend, amidst thousands of great models. Bring a model yourself and get in free!



Seminar Schedule for Museum of Flight Show February 16-17

by Eric Christianson

Saturday, February 16th

11:00am	Eric Christianson – Switching to Acrylics Successfully	11:30am	Eric Christianson – Using Hairspray to Paint and Weather Models
12:00pm	Dan Erhardt – Getting Started In Scale Modeling	12:30pm	Continued
1:00pm	Chris Bucholtz - Thunderbolts Triumphant: The 362nd Fighter Group vs Germany's Wehrmacht (Note: this seminar will be held in the PCW WWII Gallery next to the P-47)	01:30pm	Continued
2:15pm	John Miller – Canopy Tricks	02:30pm	Continued
3:00pm	Eric Christianson – ‘15 Steps to Done’ – One approach to Finishing Models	3:30pm	Continued
4:00pm	John Little - Stephen Tontoni Curator's Choice Award		

Sunday, February 17th

11:00am	Tim Nelson - The Schneider Trophy Races	11:30am	Continued
12:00pm	Steve Hilby - Painting Figures with Oil Paints	12:30pm	Steve Hilby - Figure modification and scratchbuilding tips
1:00pm	Chris Bucholtz - Thunderbolts Triumphant: The 362nd Fighter Group vs Germany's Wehrmacht (Note: this seminar will be held in the PCW WWII Gallery next to the P-47)	01:30pm	Continued
2:15pm	John Miller – Airbrushing 101 through 909 – Frequently Asked Questions	2:30pm	Continued
3:15pm	Neil Makar - Curating the Museum of Flight's Display Cases	3:30pm	Continued

IPMS SEATTLE PRESENTS

Spring Show Scale Model Contest and Exhibition 2019

**SATURDAY,
APRIL 13TH**

DOORS OPEN AT 9 AM

**Contest Entries Close
at 12 Noon**

Awards at 3:30PM

- **Model Contest with 75 Different Award Categories!**
- **EXPANDED PARKING**
- **Huge raffle!**
- **Vendor tables!**
- **Every junior entry wins an award!**

Adult Entries: \$10 (unlimited) • Junior Entries: \$5 (unlimited) • Spectators: \$5



**MAKE N TAKE
FOR THE KIDS**

**HUGE RAFFLE
DRAWING ALL DAY!**

Categories, model registration forms available online at:
<http://www.ipms-seattle.org/Springshow>

**Renton Community Center
1715 Maple Valley Hwy, Renton, WA 98057
15,000 SQ. FT. OF MODELS!**

From I-405, take exit #4, Renton-Enumclaw exit. At Maple Valley Hwy, drive east to the second light and turn right into RCC.



For additional information contact:
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acbirkbeck@comcast.net

Designed by KaylorMade Design • www.kaylormade.com

Ambulance with a Difference: AModel 1/72nd Scale LearJet 55C

by Scott Kruize

For this New Year, I offer an entry for all your Resolutions lists. Stop with that gale of cynical laughter whenever I say I'm not a Bill Osborn clone!

I defer to no one in my admiration of his ability to take Grade Triple-Z-quality injection-molded kits from obscure eastern European makers...such as AModel®. I've no desire or intention to follow his lead. It's hard not to run away and hide when I hear of fuselage sides of different lengths, wing panels that sit at mismatched dihedral angles, or plastic too hard to work or too soft to survive the touch of glue. Yet his builds end up really sharp!

On the other hand, let us consider at least the philosophical possibility that at AModel, they're working hard to improve their products. Case in point: their 1/72nd scale Learjet 55C ambulance.



I didn't dash out to find and buy this. It's just that I feel obligated to put at least one build into each quarterly display at the Museum of Flight. In the two-and-a-half displays I did myself, I certainly wanted volunteers to fill the display cases effectively.

The 'one-half' refers to my having shared a display, namely "Battle of the Atlantic". My co-producer, who did most of the actual work, was Morgan Girling. So when she stood up at a recent NorthWest Scale Modelers meeting to tell of her upcoming "Search and Rescue" display, held the Learjet kit up, and asked for someone to build it, I couldn't long endure the deafening silence...

It would never have occurred to me that any company would purchase several exceedingly sophisticated and expensive executive jets, such as those made by Learjet (now owned by Bombardier Aerospace of Canada), and use them to operate a flying ambulance service. But it turns out there's more than one such company.

Once I began to learn about it, the concept made perfect sense. It's necessary to transfer certain patients, and occasional body transplant parts, from out-of-the-way places to some distant big city's specialized first-class hospital. The Learjets are nearly as fast as commercial airliners, but small and tractable enough to operate from even a modest-sized airport. Besides that, the ambulance air service has all the contacts, knows all the procedures, and has on staff – or immediately accessible – the flying attendant nurses and med-techs to make such urgent special taxi service as quick and safe as possible. No wonder Morgan wanted this air ambulance jet build. The display will be interesting and educational for all the Museum's visitors.

So let's consider this model kit. I don't know its exact release date, but it has to be recent. The first thing after opening the box: I cut the fuselage halves off their sprue. I've heard Bill tell many times how he's had to fix mismatched halves with sawing and inserting plugs, and filling and sanding and futzing. There'll be no such problem with this kit.

Similarly, I've already assembled the wing. It consists of a continuous bottom surface across the fuselage, two top panels, and two elegantly curved, streamlined, sharpened winglets. All these fit fine together.

The kit has limited-run – as opposed to Big Budget – qualities. Just as with prior experience with Roden, LTD, and Classic Airframe models, the parts look really good but do not mate perfectly. Everywhere two parts touch, I've had to do some careful – though not extensive – filing and sanding. Parts edges and ends have a bit of flash, and the sprue connection points, while small, are large compared to the size of many of the parts. There are no pin-and-socket pairs to locate mating parts. I'm having to fit little scrap styrene tabs along the insides of the fuselage shells, so I can tape them tightly together in alignment for gluing. I may have some difficulty with the tail feathers and the fins underneath. On the other hand, once the ends of the wing tip and winglets were carefully sanded flat, they were easy to glue up in perfect symmetry. None of this beyond our normal building skills.

The plastic itself seems just right in its hardness, and its response to Model Master® so-called liquid cement. (Others, so named, are much thinner. MM's has some 'body' to it, and is easy to work with; doesn't run uncontrollably all over the place.)

The cockpit layout wasn't too hard. This is made of a circular bulkhead and a floorplate to which you attach two seats and their dual control columns, an instrument panel that must be shortened to fit between the side consoles, and some teeny seat armrests and rudder pedals. The latter made me roll my eyes while working on them. Were the makers trying to impress us with their ability to mold parts so small they can scarcely be oriented correctly under strong light, and manipulated with the finest tweezers? They're certainly too small to grip, to try to trim down the sprue gates. Whatever: my work on the layout may be a bit ham-handed but the results recognizable.

The jet was conceived and designed for luxurious passenger comfort, of course, and therefore has a whole row of windows along both sides. I find the window cutouts to be properly shaped, with just enough rounding of the corners, and all identical. They have a bit of flash, as do the nine individually molded glass windows. To get a close fit is fussy. Once in, I'll wick Future® Floor Polish around the boundaries. I've done so before, like on the ancient Airfix Lockheed Hudson bomber, currently on display in the "Reel Planes" exhibit. When Future dries down, it makes for a gap-free joint to clear plastic, without any trace of fogging or smearing.

The kit actually comes with ambulance decals, for German-based Flight Ambulance International. But I didn't like its otherwise plain-vanilla overall white finish. So I went out to the Web and selected a scheme for Luxembourg Air Ambulance (LAA), which claims, "thanks to partnership agreements and experience in wing-to-wing missions, LAA can manage missions all over the world". Their scheme is our favorite: red-white-and-blue!

This is more than an 'in the box' review, but falls way short of a complete build article. Sorry – newsletter deadline! – But I hope to have something for Show-and-Tell this Saturday. I hope it all comes out all right, and soon. I wouldn't want Morgan to stress out about a gap in her planned display, which is to go in Thursday, March 7. Besides, I'm following our late colleague Stephen Tontoni's admonition: with each new build, we should 'stretch' ourselves and try something new. Perhaps now all of you will pause – rather than running away screaming! – when you come across an AModel kit.



German Horse Power: Horse Drawn Elements of the German Army, by Alan Ranger

reviewed by Andrew Birkbeck

The word "Blitzkrieg", or "Lightning War", comes to mind whenever I think of the German military in World War Two. Massed formations of Panzer tanks accompanied by Sdkfz. 251 armored personnel carriers crashing into the Allied armies, while overhead Stuka dive bombers rain terror from the skies. This happened in the years 1939 through 1943. The Second World War was the first truly mechanized war. So, it was an interesting surprise to receive this recently published title from MMP Books detailing the use of horse power during the war, and the huge importance it played.

It must be remembered that Germany was banned from the production of many war items following the signing of the Treaty of Versailles in 1919, and her Army's troop strength was severely limited. When Hitler and the Nazis came to power in 1933, they tore up the Treaty, but Germany was in the midst of a horrific economic depression. One couldn't just hit a switch, and suddenly start turning out thousands of military trucks, tanks, half tracks etc. The tooling up of German industry to start production of these items took time, and due to the restrictions of the Treaty of Versailles up until 1933, it would be a while before German industry could catch up with the mechanization the military commanders desired.

When German forces burst into Poland in September 1939, many of the German armored units utilized tanks that had in fact been produced by Czech armaments firms that German industry had taken over when Czechoslovakia was occupied over a period of months in 1938/39. So too with the invasion of France and the Low Countries in 1940, Germany's armed forces again relied heavily on tanks produced by Czech factories. After the French were defeated, large numbers of captured equipment were pressed into service by the Germans, and French firms were soon turning out mechanized equipment, especially trucks, to help Germany improve the mechanization of their armed forces. Yet despite the efforts of German AND captured French, Czech etc. industrial capacity, Germany was never able to fully mechanize all their military units, not even close. The necessity to use horses actually increased to some extent as the Allied bombing raids started to lay waste to German industrial facilities, and the losses on the various battle fronts increased.

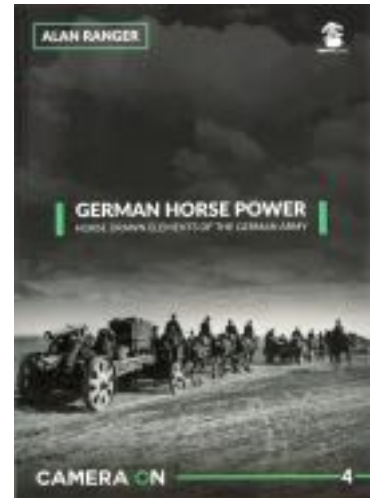
The horses, then, were primarily used to pull wagons of various kinds, along with various wheeled guns. These wagons were often of wooden construction, including the wheels, though there were wagons that utilized steel construction and with pneumatic tired wheels, especially as the war progressed. Huge numbers of supply wagons were "liberated" by the Germans as they invaded the nations of Western Europe in 1940, and then the Soviet Union in 1941. These vehicles, German or captured, were often based on designs dating back to the First World War period.

How important was the horse and the vehicles they towed can be seen in these statics listed in the book: in 1944, German industry produced 40,700 infantry carts, and 150,000 field wagons of all sizes!

This book measures 8.25 by 11.5 inches, and is 80 pages in length. It has a card stock cover, and all the photos contained within are in black and white. All are period photos from World War Two. The paper used for the pages has a matt finish, and for the most part the photos are well produced. Each has a well written caption so the reader is in no doubt as to what they are looking at. Only a very small number are printed across the gutter of the book.

Following a brief but illuminating two-page written introduction to the subject, the book is then divided into three sections. The first covers what is listed as the "If. 5 Machine Gun Wagon model 36", described in 18 pages of photographs. Next comes 31 pages on various "Army Wagons", both two and four wheeled. Wooden wheeled and pneumatic wheeled varieties. The third section of the book is titled "Artillery Vehicles", which covers various field guns, their limbers, and the horses pulling them. Some of these guns are large enough that they require a team of six to 10 horses.

This is the first book I have seen on the subject of this important but apparently neglected aspect of the German military in World War Two. There are innumerable books on the tanks, half-tracks, SPGs, trucks and other mechanized machines of the ground war. But the humble horses and carts etc., apparently aren't glamorous enough despite their importance. As such this book comes highly recommended for anyone interested in the Germany military in World War Two. My thanks to MMP Books for providing *Internet Modeler* with the review sample.



Not Letting George Do It

by Scott Kruize

Our world-renowned club – the first IPMS chapter in North America! – will be holding Officer elections in the not-too-distant future. This is because at some point, our Prez Andrew will be unable to conduct meetings, and his wife Twyla unable to handle our finances, from their new home in New Zealand. I understand that's a long enough way away that they'll have trouble making it to each of our monthly meetings...

So, time to start your campaign for office. Polish your image...prepare your statement of Goals and Purposes...clean your social media sites of all those pictures, sayings, and videos, which you now recognize, in retrospect, to be less than 'PC'. Maybe go through your old YearBooks, too...you never know...Decide whether to appeal to the Blues...or the Reds...or maybe find a Purple-ish middle stance. Contact your wealthy patrons and PACs, mobilize your Base, schedule a Press Conference with all the major networks and news services, and practice your poise and delivery; your 'Stage Presence'. Remember how important we constituents all seem to feel about 'optics'!

Or you could just tell our Newsletter Editor that you're willing to run for one of our offices, and say so at an upcoming meeting.

I remember clearly from the very first Political Science class I took, at Green River Community College, an 'eternity' ago, my prof saying that many people are unhappy with the political system, and with organizations they belong to, yet kept to an attitude of "Let George do it." Well, George did it...and if you're not satisfied with the way George did it, how about stepping up and being 'George' yourself?

[Note - The IPMS Seattle Officer elections will be held from May 12 (the day after the May Chapter meeting) through June 5. Candidates will need to have made it clear that they are running PRIOR to the May meeting, and we will slate the May meeting as a time for candidates to address the club to present their case for election. Candidates can declare that they are running for office by informing Robert Allen at baclightning@yahoo.com - ED]



Photo of the Month

IWM caption: "This device being used here is called an outrigger. The tail wheel is locked at the end of it and slung outboard. Chocks are fixed fore and aft of the undercarriage wheels so that this Chance-Vought Corsair is kept securely in position while taking up a minimum of deck space on board HMS KHEDIVE, part of the East Indies Fleet as she operates in eastern waters." Source: IWM (A 29037)

MiniArt 1/35th Scale Ardennes Street

by Eric Christianson

MiniArt has released another of its 1/35th scale Building and Accessories Series, the Ardennes Street. The kit contains beautifully detailed structure components mostly in the form of what appear to be heavy-duty, thick plastic vacuformed or stamped sheets. The main attraction of this particular release may be the excellent brick roadbed waiting for the right AFV to be placed upon it. On one side of the roadbed is a small brick culvert, the other side is framed by two intersecting walls depicting a ruined two-story building. The walls of the building are all double-sided and the back of the structure is left open to allow diorama enthusiasts to 'have at it'.

MiniArt's Ardennes Street comes in a medium-sized box containing two un-bagged sprues and six thick stamped or vacuformed sheets of medium-grey plastic parts.

The beautifully detailed walls and roof are single, stamped pieces – perhaps vacuformed, and look very sturdy. They boast surfaces that are stressed and aged and should show up very nicely under a dark wash. The sprues contain parts for the window frames, gutters and other remaining odds and ends.

Like the other MiniArt structure series kits, there are a number of small surface bumps on the stamped pieces that will have to be sanded down or sliced off. These protrusions are presumably created by the stamping process and are quite noticeable unless removed. The ragged edges of the stamped pieces themselves representing the rough, damaged wall edges also need to be carefully snapped and cleaned from the sheets to preserve their unique shape. Fortunately the plastic is soft and sands easily.

Each wall is made up of two parts, front and back, so that when the finished structure is viewed from behind, a completely detailed walled interior is exposed. I can just see this kit being one of the main structures in a diorama – just about anything can be used to fill the structure interior. Here, however, lies the Achilles heel of these kits. The front and back of each wall have to be glued together along a paper-thin edge of plastic, and there is no interior support structure between the two halves. I have yet to put my hands on material that is both easy to work with and light enough for the job at hand. Foam core seems the obvious choice, but it comes in thicknesses that are not equal to the task. In addition, the paper-thin edges of the two halves need to be reinforced with plastic sheet on the inside of each half to be able to be mated to their counterparts. Together, these challenges could cause these kits to end up on the 'finish later' shelf until suitable materials can be found.

The two-page instruction sheet contains eight steps and is well illustrated and easy to follow. There are no painting guides or color callouts included; finishing will have to rely instead on the box-art drawing and three photographs of the finished building on the side of the box. The company also has an excellent on-line tutorial on building and finishing these structures. Alas, while there are plenty of how-to's on painting and weathering, practical solutions to the two problems discussed above are nowhere to be found.

I really like these kits; this is the eighth one I've looked at. All of the builds, however, suffer from the same problems. The stamped plastic walls are too thin to assemble without significant support between each half and along the mating edges, and suitable materials



for doing that remain hard to find. I think these kits would really take off if MiniArt were to provide some kind of filler material in the box with their kits. Ideally it would be one or two sheets of foam core that was the exact thickness required to support the two sides of the walls. The modeler could be left to cutting the pieces needed for the job. Similarly, perhaps molded in tabs or tab recesses could be added to the stamped sheets so that the thin edges could be mated in a more sturdy way. As a consequence, building these kits would go quickly – there are not a lot of parts - and the detail is excellent. MiniArt currently has a corner on the market for plastic display bases like this; I would use one for every one of my builds if I could figure out how to build them.

I recommend this kit to anyone who likes to build and finish 1/35th scale dioramas or display bases. Perhaps the solution to the assembly problems that elude me will be second nature to someone else. Beyond this, The construction is simple, the detail is wonderful. To paraphrase a line from the movie *Jerry Maguire*: "I love these kits for what they (almost) are".

I would like to thank MiniArt and Stevens International for providing this kit for review, and to *Internet Modeler* for giving me the opportunity to build it.



Hotchkiss H35 & H39 Through German Lens, by Alan Ranger

reviewed by Andrew Birkbeck

There aren't a whole lot of books in English on French tanks of the Second World War. I am not sure if there are that many French language books either, most likely due to the French forces having succumbed to the Nazi onslaught in a relatively short six weeks. There weren't a whole lot of success stories on the French side to write about when it came to their tanks. There weren't any lengthy tank vs tank battles, such as on the Eastern front. There wasn't a lot of time for tank Aces to appear on the French side, though certain French units acquitted themselves well against the German panzers in limited situations.

France had one of the largest armies in the world at the time, their tanks were produced in relatively large numbers, they saw combat against the invading German forces, and they lived on to fight for German forces in various anti partisan duties, together with limited use in France against the Allies in the summer of 1944 following the D-Day landings.

MMP's new book is therefore most welcome. It contains over 90 black and white period photos taken by German cameramen following the defeat of the French in 1940, as well as of various captured tanks pressed into service with German anti partisan units. The book comes with a card cover and the pages measure 8.25" by 11.75". The paper used is of a matt surface, and most of the photos are well reproduced. Only a few are printed across the gutter of the book. Each photo is very well captioned. This provides a fair amount of detail for the reader about what they are looking at.

The book is divided into three main "chapters" which are preceded by a well written four-page introduction to the Hotchkiss firm and its tanks. The first chapter details Hotchkiss H35 tanks as seen on the battlefields of France in May 1940, many looking much the worse for wear! There are 28 pages, each with at most two photos per page, showing lots of detail for the modeler to absorb. The second, 25 page chapter covers the H39. Again, the photos being taken during or immediately following the Battles of France, May 1940. Finally, there is a third chapter of 12 pages which details H35 and H39 vehicles in German units, on partisan fighting duties mainly.

This book by MMP should be most welcome for all modelers interested in France's World War Two tanks. The photos have a mountain of detail within them, and the captions explaining what is on view are well written and very informative.

I can highly recommend this book to anyone interested in the Battles of France, German anti partisan actions, and World War Two tanks in general. My sincere thanks to MMP Books for providing Internet Modeler with a review sample.

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Revell 1/72nd Scale Vought F4U-1B Corsair Royal Navy

by Robert Allen

The Vought Corsair was most well-known during World War II for its service with the United States Navy and Marine Corps, but the Royal Navy's Fleet Air Arm also made good use of the type. Over 2,000 Corsairs were used by the FAA, making it the most numerous American aircraft in FAA service. It served in the European Theater on raids against the German battleship *Tirpitz* in Norway from April 1944 onwards, and against the Japanese with the Eastern Fleet and the British Pacific Fleet. Four marks of the Corsair served with the FAA – the Corsair I was equivalent to the birdcage Vought F4U-1; the Corsair II to the Vought F4U-1A and F4U-1D; the Corsair III to the Brewster F3A-1 and F3A-1D; and the Corsair IV to the Goodyear FG-1D. Of these, only the Mk. II and IV saw combat.

The most noticeable difference between the US and UK Corsairs was that on operational British Corsairs, each wing was clipped by eight inches, giving the wing tips a squared-off look when compared with their US counterparts. This was done because without the clipped wings, the Corsair's height with wings folded was 16'2", while the British carriers below deck had 16' of clearance. Without the clipped wings, they simply wouldn't fit.

The clipped wings have always been a challenge when building an FAA Corsair. No previous 1/72nd Corsair has included the clipped wing option. While a relatively simple procedure as far as conversions go for experienced modelers, it's enough of a factor to make less accomplished modelers wary of making an operational FAA Corsair. The Revell kit rectifies this.

To be pedantic, the name of the aircraft on the box is wrong; F4U-1B is a US Navy designation, not an FAA designation, and the FAA didn't actually use that subtype. The decals give one option, of a Corsair IV from No. 1846 Squadron on *HMS Colossus* in 1945, and that would have been a more accurate nomenclature. There are 66 parts in the box, molded in gray, except for two clear parts. Three parts are not used for this version, including the original rounded wing tips, so you could build a US Corsair from this kit if you chose to. The decal sheet is small, but well printed. The instruction sheet is in full color, and includes a parts layout, and two pages showing a large four-view drawing for decal placement. All paint instructions are strictly for Revell paints; the actual paint color names are not given, meaning that the overall Sea Blue color is referred to as "90% Blue matt" and "10% Anthracite matt".

As far as I can tell, the only difference in the plastic from the original 2014 release of Revell's Corsair is the two clipped wingtips, included on their own tiny sprue. These simply plug into the main wing assembly. The 2014 date is helpfully(?) included with the company name and logo, molded inside the upper port wing, hopefully far enough outboard not to be visible upon assembly. For a relatively new kit, there is a surprising amount of flash on my example, primarily on the upper wings and the port fuselage, by the cowl.

Options include an open or closed canopy, and cowls with the cooling flaps open or closed. Two large inboard drop tanks are included. The cockpit is adequate for the scale, and true to the original aircraft, doesn't include a floor. Decals are provided for the instrument panel and consoles, and for the seatbelts. The construction looks fairly straightforward, although the main landing gear may be a bit over-engineered. Both the main gear doors and the tail gear door need cutting in half if the model is made with the gear down – a fairly common practice, but one I've never liked.

As mentioned, only one decal option is included, an overall Sea Blue example with red centers on the national roundels. The box art shows the aircraft shooting down a Japanese Navy A6M Zero, a fictitious scene because No. 1846 Squadron never saw combat against the Japanese, as they were still working up when the Japanese surrender occurred. They did fly CAP missions in September 1945 as a precautionary measure. The aircraft in the kit, KD344, in any case never quite made it to the theater; it was involved in a deck landing incident on July 8, 1945, during *Colossus's* transit from Ceylon to Australia, when Sub-Lt J.D. Garden RNVR missed the landing wires, and impacted the barrier. Garden was unhurt, but managed to have another incident two days later when the hook shaft in another Corsair sheared on landing and he hit the barrier again. *Colossus's* Corsairs started the journey with their aircraft carrying European Theater roundels and letter/digit codes as included in the kit; during the voyage, these were changed to British Pacific Fleet roundels without the red center, and number only codes, but KD344 didn't last long enough to be painted in the later scheme. The one concern I have with the decals is the upper wing roundel – photos of the completed kit on the box and instruction sheet show it with a Type C roundel with the white inner ring, while the box art and the decal sheet have a red/blue Type B roundel. I have no photographic evidence of this specific aircraft, but the Type C roundel was being used at that time. If I had to guess, I'd go for the Type C over the Type B included on the decal sheet.

The release of this kit greatly simplifies the task of building an FAA Corsair. The Tamiya kit remains undoubtedly the best Corsair in this scale, but if you don't feel like doing surgery on it to make the FAA version, the Revell kit should do.

IPMS Seattle Dues for Calendar Year 2019

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

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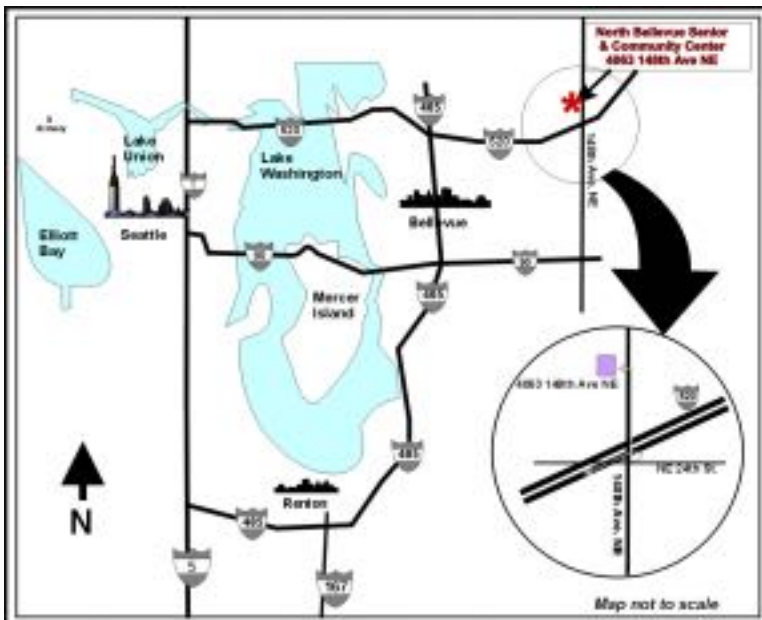
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Meeting Reminder

Meeting: February 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.