



Seattle Chapter News

Seattle Chapter IPMS/USA July 2020



Painting and Finishing On-Board Stowage

Before I get into this month's modeling musings, I'd like to pass on a couple of announcements. First-off, as expected, IPMS USA has been able to work out a deal with San Marcos, TX to reschedule this year's Nationals event for 2023, saving the society a ton of money in cancellation fees and such. This means that the next Nationals event will be held in Las Vegas – an excellent opportunity for people up here in the PNW to attend this 'Mother of All Things Modeling' event, so mark your calendars for the third week in August, 2021.

Secondly – I've had nothing but positive responses to holding a mini-show in (October...November?), so model-on and prepare to show your stuff WHENEVER we can all safely reconvene as a group. Now on to this month's subject: Finishing On-Board Stowage.

Fellow modeler Ken Murphy had a few questions recently about painting and weathering rucksacks and similar combat stowage often found on AFVs. Since these techniques are something that might be useful to others, I thought this good fodder for a newsletter editorial. As always; these are steps that (I) use and they are by no means meant to be definitive. Every time I talk to other modelers, I learn something, so I am merely passing on knowledge I've been lucky enough to gather along my journey.

Whether the stowage equipment I have is cast in plastic, resin, or metal, all can be painted and finished in the same way, using the same materials and techniques. Sometimes I have to paint the stowage 'in situ' on the vehicle, but that is rare. After making sure that all the parts will fit and look natural by blending in to the basic shape of the vehicle, I will mount them on a sticky board for priming and painting (see image).

Step 1 - Priming. While any color or type of primer will work, I use Krylon rattlecan Flat Black since I start with that color anyway. Upon drying overnight, if I see the signs of mold release (such as grey or unpainted spots) in the finish, a second coat takes care of that.

Step 2 - Base and Post-Shade Painting. Once primed, the sticky board will sit and wait for the camouflage coats to be applied to the AFV. Usually there will be a base coat and a post-shade coat that is slightly lighter in color than the base coat. I will airbrush the sticky board with either of these colors, or a combination of both if the piece is large, such as a rolled-up tent (lighter shade on top, darker shade on the ends and sides).

So, for example, if I am outfitting a Sherman tank, when I spray the tank with Olive Drab, I will also spray (some) of the bags on the sticky board. And when I lay down my post-shade coat of Faded Olive Drab on the tank, I will hit the remaining bags on the sticky board. It is important that I use the same colors as the background vehicle surfaces. It is ALSO important that I don't saturate the bags on the sticky board with color. The black primer coat is meant to fill in the folds and gaps in the bags with shadow. If I cover all that up with green paint, I've lost that aspect of the finish.



In This Issue

Clear Prop Gloster E.28/39	3
6* Questions for July 2nd	6
Modelcraft F-82	8
Italeri Mirage F.1	10
It Mattered to One	11
Tiger Werke Cobblestone Street	12
IPMS Nats Cancellation	14
C-130J in Italian Service	14
Meeting Information	16

continued on page 16

SEATTLE CHAPTER CONTACTS

President:

Eric Christianson
10014 124th Ave NE
Kirkland, WA 98033
Ph: 425-591-7385
ModelerEric@comcast.net

Vice President:

Terry Moore
7014 Lake Grove St. SW
Lakewood, WA 98499
terryandjill@comcast.net

Treasurer:

Fuzhou Hu
19012 3rd Dr SE
Bothell, WA 98012
Ph: 412-215-7417
fhu.ipms@gmail.com

Show Chair:

David Dodge
Ph: 425-825-8529
ddodge@nwlinc.com

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 10:30 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 2020 meeting schedule is as follows. All meetings are from **10:30 AM to 1:30 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.

The July meeting has been cancelled
September 12

August 8
October 3

IPMS/USA MEMBERSHIP FORM			
IPMS No.:		Name:	
Address:		City:	
State:		Zip:	
Phone:		E-mail:	
Signature (required by PO):			
Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior (under 18 years) \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One for Journal) <input type="checkbox"/> How Many Cards? _____			
<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (airmail) <small>*Checks must be drawn on a US bank or international money order</small>			
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> 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		PO Box 1411	
Join or Renew Online at: www.ipmsusa.org		Riverview, FL 33568-1411	

Newsletter Editor:

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

Clear Prop 1/72nd Scale Gloster E.28/39 Pioneer “Expert”

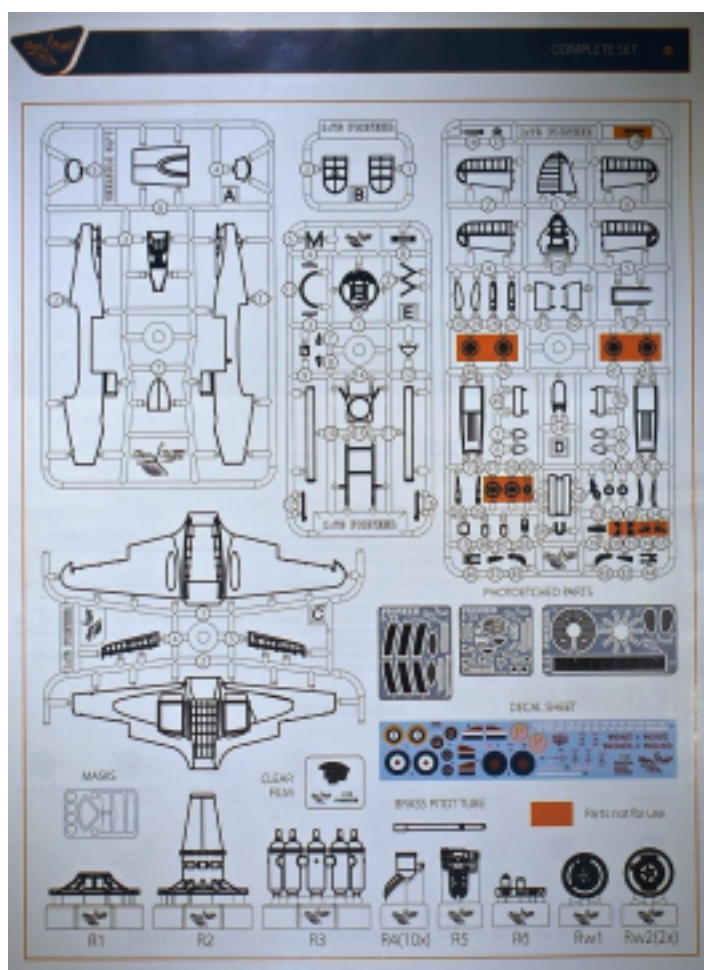
by Jim Bates

The Gloster E.28/39 was the first Allied jet to take to the skies, on May 15, 1941, after both Caproni of Italy and Heinkel of Germany had previously flown jet aircraft. The E.28/39 was the product of an Air Ministry specification for an airframe to test the jet engine created by Sir Frank Whittle and his firm Power Jets Ltd. Whittle had been testing jet engines since 1937, but it wasn't until 1939 that Gloster came on board to develop the E.28/39. Whittle's Power Jets W.1A centrifugal flow turbojet engine required a rather tubby fuselage and the E.28/39 was rather basic; it had no radio nor armament. The tricycle landing gear was a rather novel feature, as two of three jets to beat it into the air were taildraggers. (And initially, at least, the Me 262). Two E.28/39s were built and they contributed substantially to the development of the jet engine and the jet fighter. Sadly, the second aircraft, W4046/G, had a rather short life, as it was destroyed in an accident only five months after its first flight. The prototype, W4041/G, survived its testing regime and this historic aircraft can be found on display at the Science Museum in London. Oddly, the aircraft is often referred to as the Gloster Whittle and/or the Gloster Pioneer, though these appear to be unofficial names.

To the best of my knowledge there have been three previous injected plastic Glosters in 1/72nd. The first was a part of the Frog Trail Blazers series. The Frog kit has an over-scale fuselage (and if I remember correctly, under-scale wings) and certainly is a product of its times being first issued in the 1960s. Much later, Pavla issued a E.28/39 which combined short run plastic and resin details. As with most of the Pavla kits I've seen, the plastic was very short run and the resin was excellent. High Planes also issued a short run Gloster, but their kits require substantial experience and much whittling.

Clear Prop appeared out of nowhere with its first kit of the Gloster E.28/39. (I will refrain from questioning why a company named Clear Prop would issue a jet as its first kit...). Like ICM kits, a nicely illustrated cover is removed from the stout, plain, white box that then opens to reveal the kit. The contents of the box consist of a resealable bag of four sprues of mid grey plastic, a bag with one clear sprue, a bag of dark grey resin parts, and two bags with three photo-etch frets, a mask sheet, a brass pitot tube, and an instrument panel film. Also included is a color instruction sheet and two decal sheets.

It used to be easy to determine what is a short run kit from those created by more durable molds. I have no idea what kind of mold was used for this kit, but the moldings are impressive. The mostly flash free parts have impressively fine recessed panel lines and well rendered fabric flying surface. Detail is well done, and only two molding flaws were observed. There is a sink mark in the nose gear well, and the control column does have some flash that may be difficult to remove without damaging the finely molded part.



The cockpit includes a two part seat with photo etch belts, the option of a decal or PE/film instrument panel combo. One item that raised my eyebrows was the photo-etch guide vanes in the intake. I worry that these will interfere with fit, and glueing such small PE parts could be a source of frustration.

While the rudder and elevators are molded in place, the ailerons are separate. The landing gear are finely molded, but each gear leg consists of multiple plastic parts, along with photo-etch and the choice of two-part plastic or resin wheels. In 1/72nd I much prefer one-piece landing gear. The main landing gear wells are constructed from four plastic and three photo-etch parts.

The two canopy options, one with, and one without, a rearview mirror bulge, are not quite perfectly clear with some distortion evident.

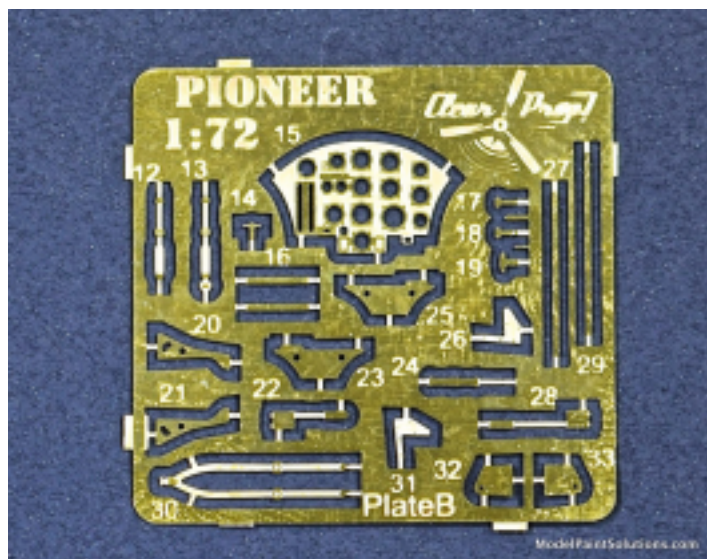
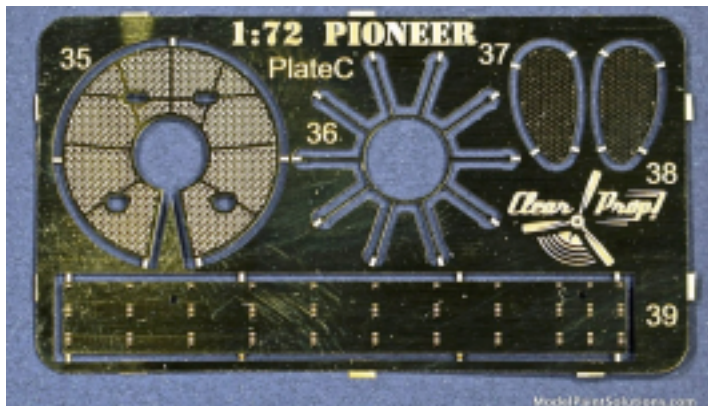
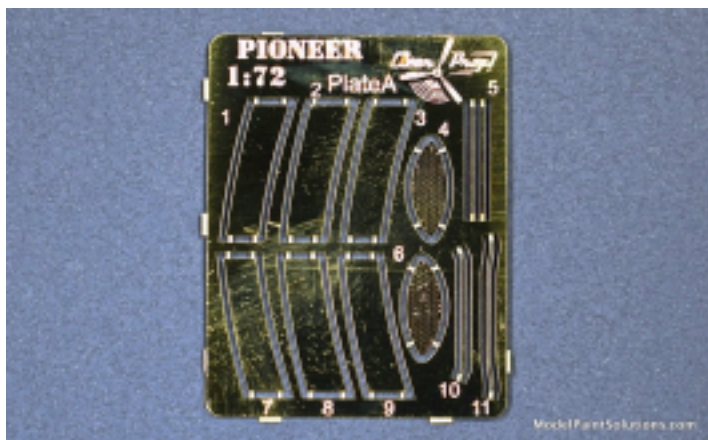
Most of the resin parts, and a large portion of the photo-etch, are combined to create a tiny, but beautiful, Power Jets W.1 engine. The engine can be placed into the Gloster, or displayed beside it on a test stand. It would be a shame to hide the engine in the fuselage, so I'm sure mine will end up on the stand!

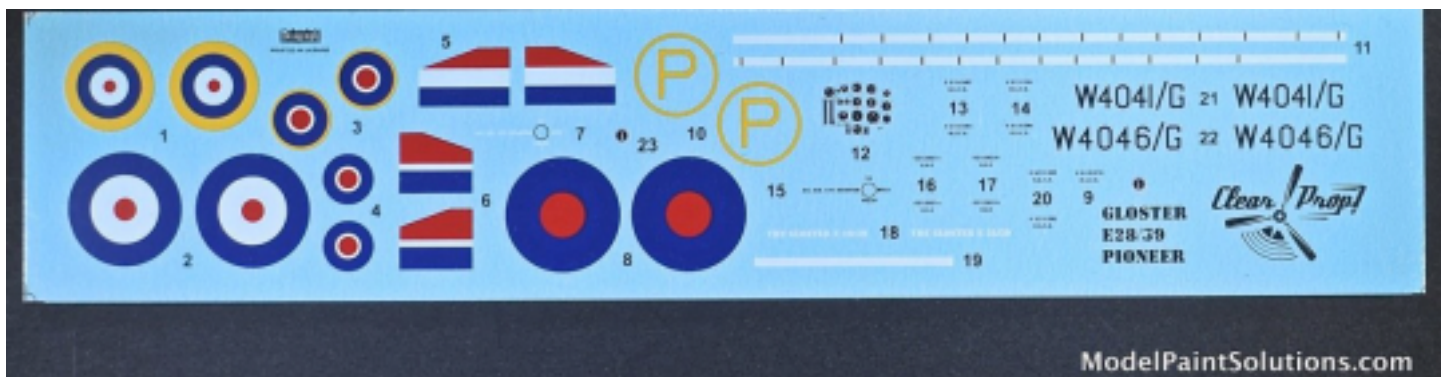
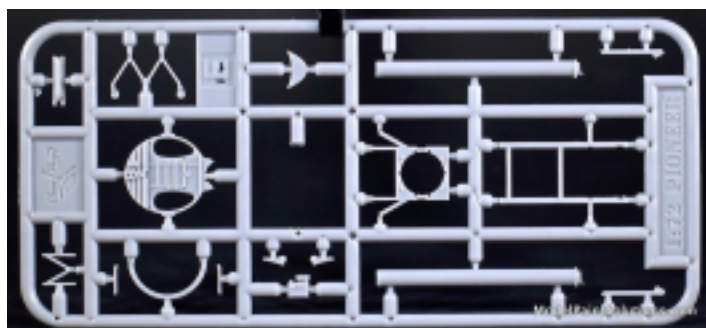
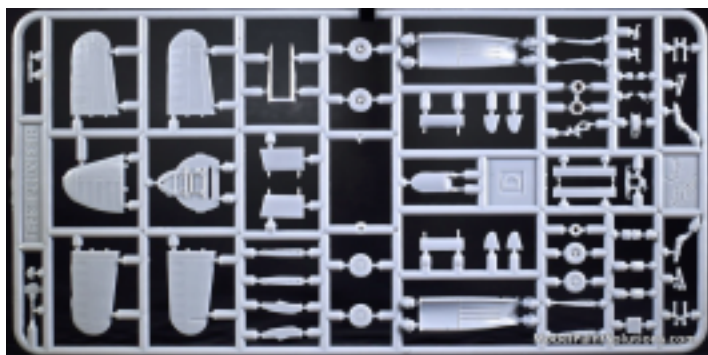
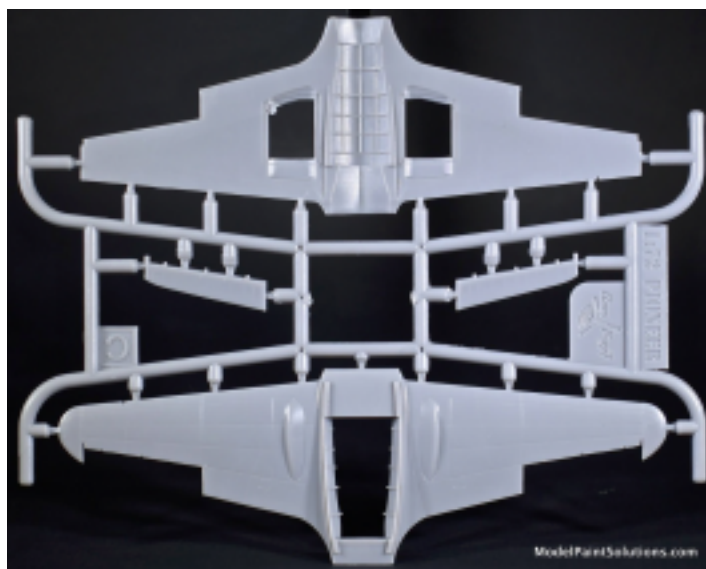
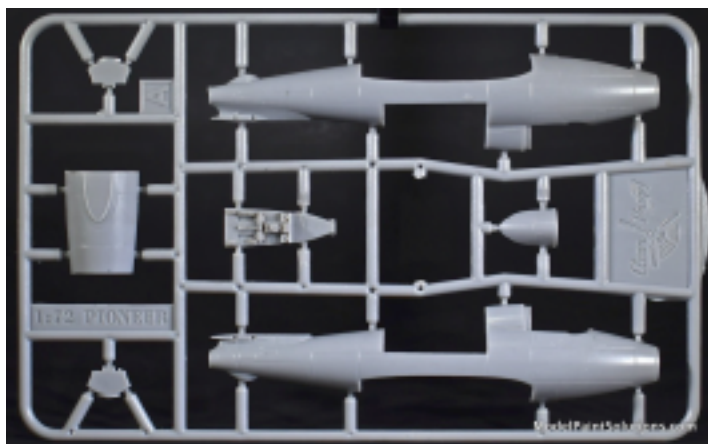
The inclusion of a brass pitot tube in the box is a nice bonus that I wish more manufactures would adopt. (I'd be happy to trade all the PE for a brass pitot.)

Decals are provided to build all of the schemes worn by Gloster. The original prototype first flew in natural metal with red dope control surfaces. It later wore the Temperate Land Scheme - Dark Green and Dark Earth over yellow - and finally the Day Fighter scheme of Dark Green and Ocean Grey over yellow. W4046/G only carried the Day Fighter scheme during its short life. Both decal sheets are glossy and very colorful, and for some reason four prototype P markings are on the sheets. The instruction sheet looks reasonably clear, but I wish the colour painting diagrams were a tad larger.

This is an impressive box of parts; though rumor has it that it is a more difficult build than it appears. Clearly this is the best Gloster E.28/39 in the scale, but it is a complex multimedia kit of a tiny aircraft. So take care in construction. I ain't no expert, so I'll probably leave out many of the tiny PE parts and, as stated above, my engine will stand beside the model. Maybe I'm not the only one, as Clear Prop have a starter set version coming soon that will consist of just the plastic parts and a small photo etch fret.

Thanks to John Miller of Model Paint Solutions (www.modelpaintsol.com) for taking the photos used in this article.





6* Questions for This Day of July 2nd

**by Scott Kruize, NorthWest Scale Modelers Person Who Talks (Writes) The Most
...those portraits are NOT of me, OK?!**

1937: On July 2, a last radio message was received before this pair of “intrepid aviators” went off to who-knows-where... From that moment right up to now, the disappearance has consumed infinite and unending amounts of publicity. Who were they?

1881: Even back then, shooting incidents in this country weren't rare, but one on July 2 made not just national, but INTERNATIONAL, headlines. Who was shot?

1962: This date marks the introduction of an almost incalculably-critical component of our current economy...and we modelers have been every bit as dependent on it as everybody else. What kind of store opened that day?

1979: On this date, someone lost her exalted status as a fearless lifelong fighter for women's rights...to now be thought of mostly as a disastrously useless token of commerce...even though, to the best of my knowledge, none of us has even one. Who was this now LITERALLY iconic figure?

1994: This date brought the highly specialized and obscure meteorological term “microburst” into the public consciousness. What disaster forced us to learn that term?

2001: This date gives us Aging-Baby-Boomer-types a measure of hope that someday even our most critical “standard original issue” components might be replaceable with aftermarket parts (shaping up to be very expensive, but better in functionality all the time...). What was this famous transplant?

2002: Okay, we all have our hobbies, and it's probably uncalled-for for me to claim that because it took SIX attempts to accomplish an aerial feat previously regarded as almost impossible, that this guy isn't just skilled – not just determined to persevere – but must be NUTSO. Who was he, and what did he finally do on this date?

1900: This day at the turn of the last century saw what astonishing, entirely new and different, aerial vehicle take to the skies?

1843: Speaking of large aerial phenomena: while in 1843, if you were wandering around Charleston this day, what had you better be looking up at the sky for – and be tensed-up and ready to dodge and duck?

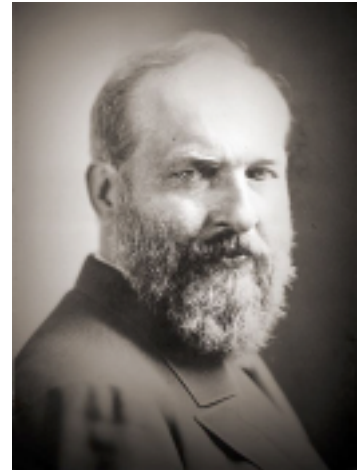
Who died this day in 1778? Fortunately leaving behind foundations for much of our thinking, to this day, such as:

- “the desire to have value in the eyes of others comes to undermine personal integrity and authenticity”...which is why we all build our own models, by ourselves. (Although we DO get a kick out of showing off our stuff in newsletters, Show-and-Tell tables, the Museum of Flight's Great Gallery – and currently our Zoom Internet 'virtual' meetings)
- his “anticipated modern theories of 'imagined communities' that transcend social and religious divisions within states” paved the way for international organizations, independent of the parochial constraints of particular countries, such as the IPMS!



Who died in 1566...having set the worldwide – for all time – 'gold standard' for predictions of the future...leaving us with a long string of hopelessly inadequate, wide-of-the-mark, feeble wannabees?

[OK, there's 11 questions. We in the NWSM – and especially their PWTM – aren't slavishly bound to stifling conventions of mandatory organizational statutes. DEAL with it! – SHK] Answers follow as:





Aviator Amelia Earhart and navigator Fred Noonan are heard from, for the last time before disappearing over the Pacific Ocean, attempting to make the first round-the-world flight along the Equator. Neither they nor the plane has ever been found and that has led to speculation (Ya think--!) about what happened to them.

Our President! James A. Garfield is shot by Charles J. Guiteau at the Washington railroad station; Garfield would die the following September. (Guiteau would be hanged in June 1882.)

The first Walmart store opened in Rogers, Arkansas. (Did they have some Rogers resident take the job of 'greeter' at the door?)

The Susan B. Anthony dollar coin is issued, the first circulating coin to feature a woman. (I can remember a political cartoon, some years back, with the enraged mob brandishing torches and implements of mayhem and destruction, just like in an old Hollywood monster movie. The mob leader exclaims "We found him! We found the guy who designed the Susan B. Anthony dollar!")

USAir Flight 1016, on a regularly scheduled flight between Columbia, South Carolina, and Charlotte, North Carolina, encountered heavy thunderstorms and microburst-induced windshear while attempting to land, and crashed into heavy trees and a private residence near the airport. The crash and ensuing fire caused 37 fatalities and seriously injured sixteen others.

Almost impossible: American businessman, Steve Fossett becomes the first man to fly nonstop solo around the world in a balloon. Fossett's 6th attempt to circumnavigate the world took 13 days in a balloon called *Spirit of Freedom* to cover 20,000 miles.

World's First Self-Contained Artificial Heart Transplant – 59-year old American Robert L. Tools became the first person to receive the self-contained artificial heart transplant called the AbioCor at the Jewish Hospital in Louisville, Kentucky. The AbioCor is an artificial heart that is not connected to wires or an external pump. (Tools lived for 151 days; the second recipient Tom Christerson, who was given less than a 20 percent chance of surviving 30 days at the time of his surgery, lived for 512 days.) *This particular approach to an artificial heart was discontinued, but other designs are in research and development. --SHK*

Zeppelin Takes Off for the First Time. The rigid aircraft named after Count Ferdinand von Zeppelin, the inventor of the dirigible and founder of the Zeppelin Airship Construction Company, made its first flight over Lake Constance in Germany. Unlike blimps or balloons, Zeppelins are built by stretching material over a rigid framework, usually made of metal. Zeppelins can be steered and they were used by the German Air Force to conduct aerial attacks during the First World War. (We knew all that stuff, right?)

1843 Alligator Falls Out of the Sky in Charleston, South Carolina during a thunderstorm. It is believed that the strange incident happened when a waterspout carried an alligator from a body of water and dropped it on the city.

Died this day in 1778: Jean-Jacques Rousseau, Swiss philosopher, polymath

And in 1566: Nostradamus, French astrologer (who else? Hmm... Can any of you guys find – in his very obscure poetical predictive verses, any foresight of our modeling endeavors today?)

[As before, I am indebted to Web sites, especially Wikipedia, the History Channel site, and "This Day in Aviation History". – SHK]

Modelcraft 1/48th Scale F-82 Twin Mustang

by Jeff Smith

The kit is the old Modelcraft in 1/48th. When this kit came out more than 30 years ago I was so jazzed I bought it without really examining the sprues. Well, needless to say, it was a real slog to get it built, but built it is. First off the kit radar pod looked more like a WW2 “long lance” torpedo than the actual item. So, I sectioned it vertically and horizontally, adding stacks of sheet styrene to get a rough shape. Many hours of sanding and refilling netted me a reasonable facsimile of the radar pod. Being as I am a bit of a masochist I decided to open the front end and install a radar unit salvaged from a P-61 that met its demise at the hands of my young son. As if that wasn’t enough pain I opened up the gun bay and using an Airwaves set replicated the gun armament. The Airwaves set also provided cockpit details. The tires and wheels are from a Skyraider True Details set. Wheel well details were scratch built. Markings were a mix of kit decals and hand painted unit graphics. The pilots are from a Hasegawa set modified to be period correct. I’m glad I built this kit when I was much younger (dumber), as I don’t think I would be up to it now. Anyway, I hope everyone enjoys it. Feel free to ask any questions.





Italeri 1/48th Scale Bye-bye Mirage F.1 Farewell Exhibition

by Jacob Russell

The Dassault Mirage F.1 all-weather interceptor entered Armée de L'Air (French Air Force) service in 1974 and was retired from active service in France in 2014. This is Italeri's 1/48th scale kit of it. It consists of 124 parts on five sprues. 27 parts are surplus and destined for your spares box.

The kit is well molded with moderate flash and minimal sink marks. The sprue attachment points are well located and the parts will be easily removed. There are a fair number of ejector pin marks on the landing gear, landing gear doors, main wheels and various small parts. Some of these will be easier to remove than others.

The wing and fuselage surface detail consists of finely recessed panel lines with raised elements where appropriate. The air intakes, prominent wing and fuselage air brakes will look good with detail painting and an oil wash.

The cockpit is quite simplified. The instrument and side console "detail" consists of decals, and these are only fair. I wouldn't bother with the kit ejection seat, I would replace it with a better detailed aftermarket resin one. The clear parts look pretty good. They are relatively thin and distortion free.

The landing gear effectively captures the heavy appearance and complexity of the real thing. The under wing stores are comprehensive and they include two different center line drop tanks, Matra R550 Magic missiles, Armat anti-radiation air-to-surface missiles, and four conventional "drop" bombs.

Cartograph printed the excellent and comprehensive decal sheet. The images are crisp, the colors are bright and the printing is in register. It includes a set of stencils plus markings for three different retirement schemes:

- 1) Mirage F.1 CR n° 611, French Air Force EC 2-33 "Savoie", Mont de Marsan, June 2014. This plane was Dark Ghost Gray and Euro I Dark Green over Flat Light Gray with a Tan Green radome, Flat Black in-flight refueling probe, Medium Gray missile rails, and Flat Light Gray drop tank.
- 2) Mirage F.1 CR n° 653, French Air Force EC 2-33 "Savoie", Mont de Marsan, June 2014. This plane was Sand and Earth Red over Flat Aluminum with a Flat Black radome and in-flight refueling probe, and Medium Gray missile rails. The drop tank was painted to match the plane's camouflage.
- 3) Mirage F.1 CR n° 660, French Air Force EC 2-33 "Savoie", Mont de Marsan, June 2014. This F.1 was Intermediate Blue over Flat Aluminum with a Flat Black radome and in-flight refueling probe, and Medium Gray missile rails. The drop tank was painted to match the plane's camouflage.

The instructions include a parts map, excellent illustrations, color profiles, and color call outs for Italeri acrylic paints plus FS (Federal Standard) numbers.

Italeri's Mirage F.1 is a decent kit but not a great one. The kit shows its age in the simplification of its details. Kittyhawk's Mirage kits supersede Italeri's in most respects. A novice modeler can build it right from the box and will be quite pleased with the results. A more advanced modeler would regard it as a good starting point for a highly detailed model. Pavla Models produces a resin cockpit and air intakes and these are worth buying if that is the direction you want to go. I recommend this kit and I would like to thank Model Rectifier Corporation for the review sample.

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



It Mattered to One

by John DeRosia

Green this! Green that! Environmentally safe this, Carbon footprint that...and on and on. If this keeps going – we could just become as extinct as the dinosaurs...

Okay. I got to thinking after ‘billions’ of kits and styrene runners I have thrown away in my lifetime. Along with doing the best I can to keep the environment safe, is there anything else right before my eyes that doesn’t involve any ‘extra effort’ to keep doing good? So I thought about it, and thought about it, and thought about it some more.

As I was trimming off model parts to get them ready to glue, the light went on. Only second time in my life I think. I have no idea where the image came of the dolphins being caught in fishing nets – but I realized in a small way (depending on scale-get it?!) the plastic sprue runners can also be a death trap for some living creature out there.

What I mean is that eventually – we all throw away the runners the parts come on. Okay - I am sure one of you folks has kept the plastic runners since you started 60 years ago. But seriously – we hope the weekly trash they collect from homes all over the world goes to a dump. But fact has it – much trash ends up EVERYWHERE! Not only dumps, but oceans, parks, highways, etc. You get the picture.

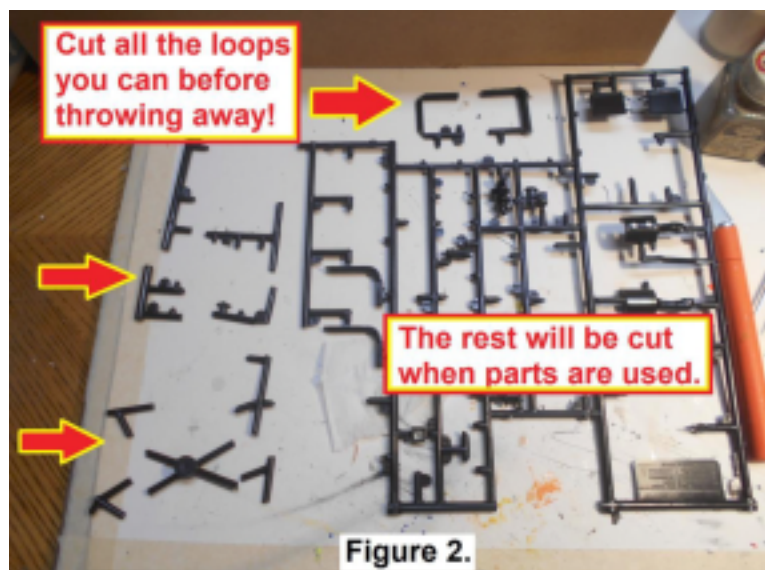
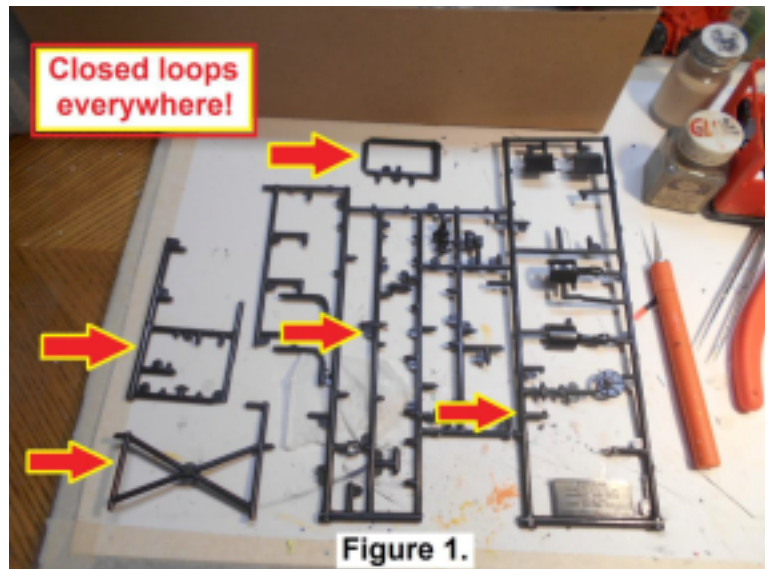
The ‘killer’ element I have contributed is that I never ‘eliminate the loops’. John #!#! -what do you mean? I have kept the loops – whether round or square – on the runners that I have been throwing away. This could conceivably trap a living creature around the neck or foot etc. Creatures all over the globe, even domesticated ones (cats, dogs etc.) are curious and of course try to always get to food and other sources they want to investigate. Yes – could even be a snake out in the woods that a model sprue runner ended up in.

Most of us have seen images on news shows where a swan gets his head stuck in an empty gallon of milk jug. The poor thing had been stuck for days before help arrives. That’s just one little example. You don’t have to love the beautiful breathing creations big or small (and fishes in the sea) that are on our globe, but each has a right to be as safe as possible.

How do you help then, John? Simple – for some time now – not one runner ever ends up in my trash unless I CUT THE LOOP! I have enclosed some images to show you what I mean. With sprue cutters – it takes less than a few seconds to eliminate the loops. See Figures 1 and 2.

Does it matter? Remember the story about the boy on the beach where tons of starfish washed ashore? He was trying to throw many of them back into the sea. His mom asks “why are you wasting your time doing that”. To which he replied “it could matter to that one”....

Keep safe and enjoy your modeling.



Tiger Werke Cobblestone Street Resin Base

by Bob LaBouy

This is a review of a base which is made of a finely molded piece of medium grey resin base. I thoroughly enjoyed working with this diorama base. Unlike many of the bases I have previously worked with, the Tiger Werke base is (a) reasonably priced, (b) lays flat on the table without having to be sanded or otherwise manipulated, (c) takes a variety of paints and or primers (I used an acrylic by Mission Models, though I also tested a small patch with both Alclad's Lacquer and their Aqua Clear Gloss--both of which worked very well), (d) finished up with a patch work mosaic pattern of what to my mind resembles a cobblestone pattern and (e) used a number of Vallejo Model colors to paint the individual tile pieces. I suspect there is a multitude of cobblestone designs or patterns available, all the way from what I tried to represent to dusty or very dirty street scenes (see color and pattern notes below).



I could not find any scale or size references for the Tiger Werke bases. I have displayed my base with a 1/35th scale Takom Panther Ausf. D. in what I see is a typical European street scene.

From my observations, this base is a bit different in that there are two features somewhat unusual: the raised curb stone area and the modern metal sewer manhole cover. Both are great additions to the surface detail though the later detail is clearly more modern than I witnessed in my several visits across western Europe. What does this mean? In my opinion, this cobblestone street scene can be used to portray typical scenes from western Europe, the Middle East, northern Africa, Disneyland, and any number of other foreign locations by merely changing the color of the stones, sidewalk, or the man-hole cover.

This base comes with several 'Hints & Tips' including these caveats:

All resin items should be washed with warm water and adding a few drops of detergent. Let air dry.

When sanding, grinding, or drilling resin, wear a particle mask or a NIOSH respirator approved for dust. It is important not to inhale the resin dust, which could potentially cause an allergic reaction.

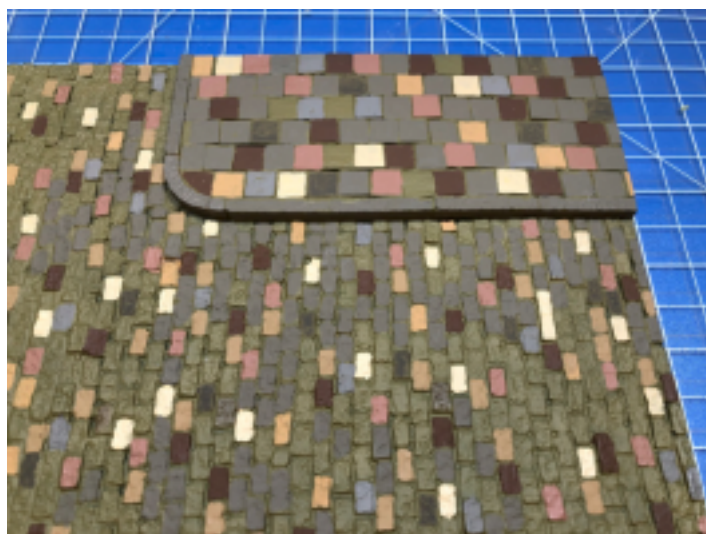
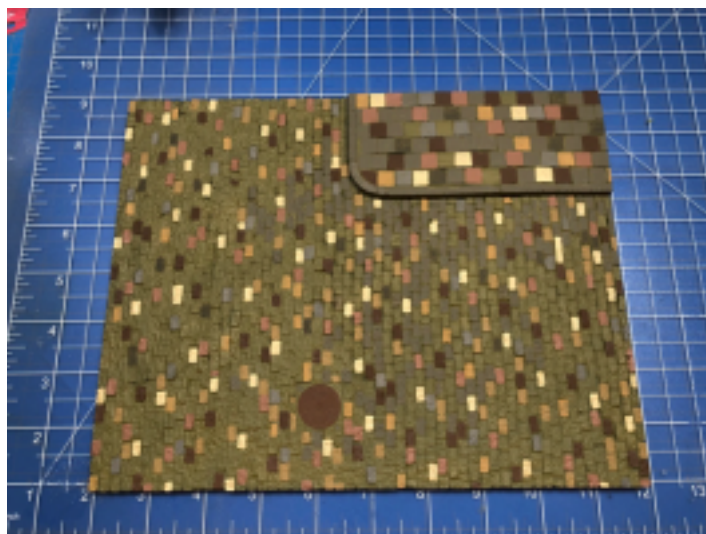
Wear safety goggles. If you are wearing a dust mask or respirator, you need to be wearing goggles as well. They are also necessary if you are working with power tools and resin, such as when drilling, sanding or polishing.

The use of a suitable primer is recommended for bonding purposes. CA glue or epoxies need to be used for resin items.

Not suitable for children.

Because of the huge number of stonework patterns and the wide variety of colors for such cobblestone, I would suggest diving into the literally thousands of photo images available on the internet. I recommend that you begin your research with such sites as 'European cobblestone patterns' on Google.

I am impressed with this Tiger Werke cobblestone street base and recommend its use to enhance your dioramas. It can serve as the corner stone for a simple diorama base or with the addition of added vegetation, grass, sand or simple resin pieces and details I can imagine a more extensive diorama scene. I want to thank both Tiger Werke Resin and IPMS-USA for the opportunity to review this base.



2020 IPMS National Convention Cancellation

The following is a joint announcement from the San Marcos 2020 Convention Leadership team and the IPMS USA Executive Board.

We jointly appreciate all the feedback we received regarding this year's convention. We've taken your comments and concerns into careful consideration, while maintaining an ongoing dialogue and negotiation with the Embassy Suites convention center in San Marcos. These negotiations have been proceeding carefully due to the significant financial exposure that IPMS would be subject to if we simply decided to cancel the convention unilaterally.

We are now prepared to announce that the 2020 National Convention is officially canceled. While this may disappoint many, including your authors, we believe it is the prudent, safe and sensible thing to do.

On a more positive note, we have been successful in negotiating the use of the Embassy Suites San Marcos location for the 2023 convention. Therefore, the rotation for the next three years, circumstances permitting, will be Las Vegas in 2021, Omaha in 2022, and San Marcos in 2023. Tentative dates for the 2023 convention will be August 2nd through the 5th. We are currently finalizing details of the contract with Embassy Suites and expect a finalized version within a week.

For those who have registered already for the convention, we will be processing your refunds. For those who have booked hotel reservations at one of the convention center hotels, it will be up to you to cancel those on your own. Vendors will be refunded their money for tables as well through our vendor coordinator, Craig Gregory. Chapters and individuals who have sponsored contest categories may also receive refunds for their sponsorships.

Again, we want to thank you all for your patience and support during these trying times, and hope that you recognize we have made the best possible decision for all under the circumstances.

For any questions please contact John Noack at: IPMSPresident@ipmsusa.org

Or Len Pilhofer at: director.nats2020@gmail.com

Respectfully submitted,

Len Pilhofer, 2020 Convention Chairman

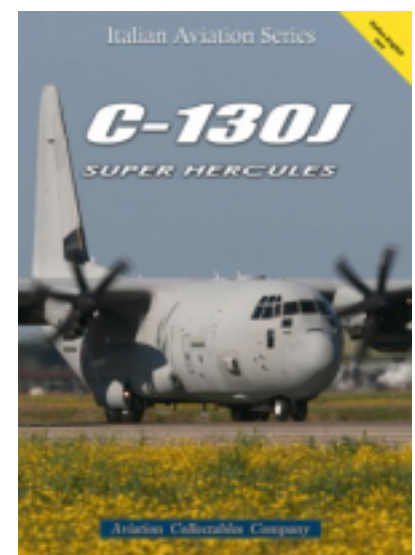
John Noack IPMS USA President

C-130J Super Hercules (Italian Aviation Series), by Marco Rossi

reviewed by David Horn, IPMS# 44962

Aviation Collectables Company is a multi-faceted company that produces aviation related books, prints and novelties. The C-130J Super Hercules book, as do many of their publications, covers nearly every detail from overall photos, open panels, interior photos, and notes for scale modelers. The publication is in full color high resolution photographs as well as artist renderings. This subject covers the C-130J Super Hercules that is operated by the Italian Air Force. The book is split into two languages with typically half the page in Italian and the other half English.

The book begins discussing development of the C-130J covering the L-382J (longer -30 version) and the traditional length Hercules. Details of development and missions the C-130J performs is detailed with illustrations, photos and text. Operational use with the Italian Air



Force is covered showing deployment photos, behind the scene photos including maintenance, and full flight simulators in their training center.

The last few pages cover model kits and a review of the Italeri 1/72 C-130J model kit. Tips and comments are listed for the scale modeler along with paint colors, reference photos to help modelers build an accurate C-130J in Italian service. The last pages are of full technical information on the C-130J and C-130J Super Hercules.

I would like to thank Casemate and IPMS/USA for this book to review. I highly recommend this book when tackling your C-130J build in Italian or any other livery.

ISBN #: 978-88-90523175

Other Publication Information: Paperback, A4 (8.3 x 11.7 inches) size, 64 pages color

Price: \$24.95

Product provided by: Casemate Publishing



Nelle foto, la linea di assemblaggio del velivolo a Milleda, Georgia. L'aspetto per un alto produttivo macchina di trasporto velivoli l'anno scorso ha ottenuto per circa ventisei esemplari. Il picco di produzione si è avuto nel 2012, con trentaquattro nuovi Super Hercules assemblati. (Foto: J. Rasmussen, Lockheed Martin)



Nel corso del 1998 il nuovo C-130J venne presentato ai potenziali clienti durante un "world tour". A Pisa fu presentato il 18 giugno 1998, suscitando vivo interesse ed entusiasmo presso la 44^a Brigata Aerea. Nella foto, la parte anteriore della fusoliera, la bandiera dei primi paesi acquirenti, tra cui l'Italia. (Foto archivio F. Anselmino)

During 1998, the new C-130J was introduced to potential clients during a "world tour". At Pisa was presented on June 18th, 1998, triggering a strong interest and enthusiasm within 44th Brigata Aerea. Please note on front fuselage the Countries' flags of the first customers, including Italy. (archive F. Anselmino)



Note modellistiche C-130J in scala 1/72

Il modello dell'Italeri dedicato al C-130J, tema della nostra nota monografica, è purtroppo, una grandissima delusione. La nostra recensione del montaggio (ovviamente facile malgrado le dimensioni), dimostra ancora una volta che la casa italiana, nel riscondere la scelta del modello 1/72, pur aggiungendo un pregevole libretto fotografico che illustra con dovizia di particolari l'aereo in questione ed un foglio decal stampato veramente bene, ha chiaramente commesso errori macroscopici in più punti che rendono chiaramente visibile a modello finito. Le illustrazioni che abbiamo scelto di inserire alcune indicazioni su come migliorare il modello. La parte più "intrigante", se ci è concesso il termine, è che il foglio illustrativo riporta il profilo corretto del fusoliera non è scritto o riportato, ad esempio, che le posizioni corrette dei finestrini sono quelle del disegno e non quelle delle stampe. Il nostro modello, "out of the box", verrà assemblato come da istruzioni, anche per la colorazione degli interni. Infatti il confronto con le foto del libretto è impressionante, le differenze degli interni, seggiolini, pannelli e braccioli fissano per il piccolo costruttore, di cui viene fornita quella corretta sono pressoché totali. Le uniche aggiunte sotto controllo saranno le malconazioni, innanzi tutto i due sedili, riciccati da particolari di un elicottero, e due vetrioli, degli HMD, molto visibili nel velivolo reale, con altri piccoli pezzi la costruzione delle manette sulla consolle centrale (anch'essa riciccata). I trasparenti non permettono, data la loro spessore, comunque di vedere l'interno chiaramente, solo per quelli di fusoliera; quindi terminato il cockpit, assemblare la fusoliera, postallare

Modeler's notes Italeri C-130J 1/72 scale

Italeri's model dedicated to the C-130J, theme of our note monograph, unfortunately it's a huge disappointment. Our short review of the assembly (very easy despite the size), demonstrates once again that the Italian model house, in choosing the 1/72 model again, while adding a valuable photographic booklet that explains in detail our subject and a really well printed decal sheet, has clearly committed gross errors in several places, which are clearly visible in the finished model. The pictures we have chosen will give some indications about how to improve the model. The most "amazing" part, if we may say so, is that the instruction sheet shows the correct profile of the fuselage but is not written or reported anywhere, for example, showing along the correct positions of the side windows different from those on the kit. Our model, "out of the box" will be assembled as per instructions, even for interior colors. In fact, the comparison with booklet photos is marvelous, the differences of the cockpit, seats, panels and folding beds (except for the instrument panel, the one supplied is quite correct) are almost total. The only scratch build parts added are the realization of HUDs, through two circles, made from a old helicopter spares and two transparent parts, very visible on the real aircraft's placement of dials on the center console (also wrong in shape). Transparent, anyway, do not allow, because of their thickness, to see the inside clearly, also for fuselage's area. So we finished the cockpit, assembled into the fuselage, glued doors and tail without any hesitation: we recommend a lot of dry



La scatola del modello del velivolo, Italeri's kit box.

PrezNotes*from page 1*

Step 3 – Detail Painting. Next I will hand-paint the detail while the bags are still on the sticky board. The straps should be able to be distinguished from the background material. I use three colors for straps that I have found to work the best here: Model Master RAL7027 Afrika DunkelGrau 1942, a pale yellow enamel, works well with green bags and rucksacks; Vallejo Panzer Aces 314 Canvas, a dull green acrylic, that works best with desert-colored bags; and Vallejo Panzer Aces 312 Leather Belt, a rich-brown acrylic, that works best with grey and odd-colored packs. Those color choices aren't hard and fast – they're just what I've settled on over the years.

Now that the items on the sticky board are painted, it's time to attach them back on the vehicle. Important Note: The vehicle itself has NOT been weathered yet, in any way. It still wears fresh paint from the post-shading step. The remainder of the process has to happen simultaneously to both the AFV and the combat stowage which is now in place – otherwise the bags will look odd, like they've been stuck on a tank from some other universe.

Step 4 – Weathering. This step is when I will try to add a little contrast to the stowage using filters, namely khaki browns and/or Mig Brown and Mig Dark washes. These steps will not only pop the straps with dark outlines, but will also slightly change the hue of the colors - in the case of the Sherman, the olive drabs. Some bags will receive a brown pin wash and remain basically olive drab, while other pieces will receive a filter and take on a khaki brown hue, thereby breaking up the monochromatic finish. It is important that every weathering step that I take on the AFV, I also apply to the stowage, even pigments and road dust. Sometimes I will lighten up the upper surfaces with nearly white pigment or chalk, especially on desert vehicles.

And that's it. I want to end this piece by asking for ideas for future newsletter editorial content, as I am literally running out of things to write about!

Eric

Meeting/Show Information

The July IPMS Seattle meeting has been cancelled. The April 18 Spring Show did not take place. It is impossible to know at this time for certain when our meetings will resume. Please check the web site at

<http://www.ipms-seattle.org> for updates.

The Oregon Modelers' Society and IPMS Vancouver shows later this year have been cancelled.

Eric will be sending out an e-mail blast to all members inviting everyone to a Saturday (online) Zoom meeting during the hours of our normal IPMS meeting (10:30am – 01:30). If we can't meet in person, at least we can meet online and work on models together. It is a lot of fun. You can join the meeting via your smartphone or from your camera/microphone-equipped laptop or PC. Look for the e-mail on Friday.