



Seattle Chapter News

Seattle Chapter IPMS/USA July 2021



Reopening...

Reopening. That word has got a nice, good ring to it. And we need more 'nice, good' these days. Things are happening fast with all the clubs and shows so I want to make sure that everyone has all the information I have as we make our plans for the summer. New information regarding other clubs' events is coming in each day, but this is what we know right now:

July 10 Final (local) Parking Lot Model Sale, Marymoor Park, Lot B, 10:30am – 01:30pm

July 15 NWSM will have a gathering at 3:30 PM in the NW Aero Club Room in the Red Barn, with display changeout at 5:00 PM.

July 15 The Galaxy Exiles hope to have their first face-to-face meeting at the Kenmore Library. For more information, please contact Steve Hilby directly at hilbyf@earthlink.net.

July 17 IPMS Albany will be having a 'Parking Lot Swap and Model Show' in Albany, OR. For more information, see page 7, or please contact (Prez) Doug directly at dreed750@gmail.com.

August 5 First in-person NWSM Meeting, NW Aero Club Room, (Time TBD)

August 14 First in-person IPMS Seattle Meeting, Bellevue Senior Center, 10:30am – 01:30pm.

August 18 IPMS Nationals, Las Vegas (through August 22nd)

Zoom Build Sessions Continuing - Monday, Wednesday, and Thursday Zoom sessions hosted by Rick Taylor and I will continue, as always, until further notice.

Likewise, Morgan will continue to host the NWSM and Galaxy Zoom sessions until further notice.

For all Zoom sessions going forward, when the sessions coincide with an actual face-to-face meeting, a laptop will be set off to the side so Zoom attendees can dial in and listen while they work away in modeling bliss.

Last Parking Lot Model Sale – This will be held in Lot B of Marymoor Park, the same location as the last two sales, weather permitting. I will send out a final confirmation on the Friday before (July 9) to all IPMS members, and to the other two club group addresses.

First NWSM in-person meeting: The specific time for this meeting (5 pm or 7 pm) depends on the MOF resuming "Free First Thursday" evenings. When they resume, meeting time will be the traditional 7 PM. Otherwise, NWSM has been given the opportunity of a private after-hours meeting at 5 PM. Watch your email for updates, as well as information on Covid protocols in use, if any.

First Galaxy Exiles in-person meeting: July 15, pending meeting room availability. The Kenmore library is supposed to reopen on July 7. For more information, please contact Steve Hilby directly at hilbyf@earthlink.net.

First IPMS Seattle in-person meeting: We have arranged for enough safe space to welcome ALL members back. Since we expect this to be a heavily attended event, with a lot of show and tell models, I would like to ask that we limit what we actually stand up in front to talk about to one or two models each. You can bring in anything you want for display only, but we need to limit the up-front yammering somehow. I plan to spread my completed 'Covid Models' over the next eight months of meetings.

Our club treasurer (Fu) will also be collecting dues (\$15) during the next several meetings. Watch your e-mail for updates, as well as information on Covid protocols in use, if any.

Upcoming IPMS Nationals, Las Vegas: If you are planning to go to the Nationals and you have NOT already received a contact spreadsheet listing all local attendees, and you would like to be on the list, please let me know at ModelerEric@Comcast.Net. We use this list for a variety of things, like coordinating get-togethers, contacting each other ("Hey check out the Tamiya Booth, they're giving away free bumper stickers!"), arranging car rides, etc.

Eric

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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 10:30 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. 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. We are in the process of transitioning to InDesign. 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 2021 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.

August 14 - further details to follow

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
if Renewing First Middle Last

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (Required by HQ) _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (under 18 years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surfed) 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.: _____

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Sword 1/72nd Scale Grumman TBF-1 Avenger over Midway and Guadalcanal

by Jim Bates

The TBF Avenger is one of those military types that despite being well known, also qualifies as underrated. Designed as a torpedo bomber, the Avenger sank over 30 Japanese submarines, took part in the sinking of the battleships *Yamato* and *Musashi*, and even has a V-1 kill to its credit. Flown by former president George Bush, and crewed by actor Paul Newman, it entered the public consciousness due to the loss of Flight 19 in the Bermuda Triangle during 1945. (These Avengers later reappeared in the movie *Close Encounters of the Third Kind* in the California/Arizona desert. OK, not really...but...) The Avenger was the largest single-engined type operated during World War II and was one of the few single-engined types fitted with a power operated turret. Designed as a torpedo bomber, the Avenger served as a bomber, anti-submarine warfare type, and had a long career in aerial dressing and firefighting in the US and Canada. Quite a few later TBMs survived to fly at airshows and exhibited in many museums worldwide.

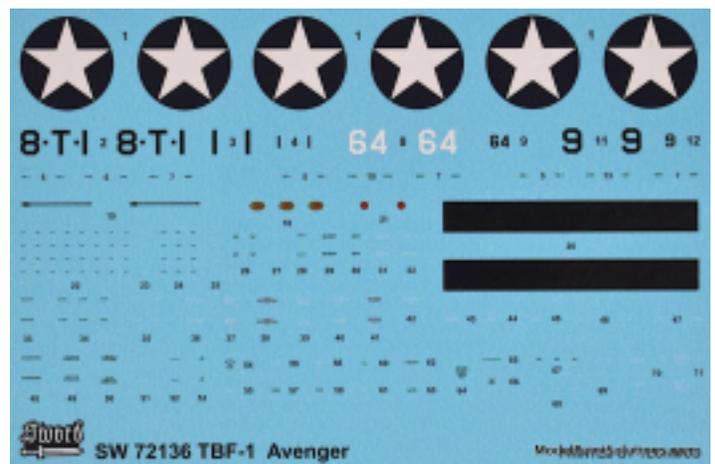


The TBF-1 was the first production variant of the Avenger, and unfortunately, got off to a very inauspicious start when five of the six Avengers of VT-8 participating in the Battle of Midway were shot down. The only aircraft to return to base was heavily damaged, with one killed and the other crew members injured. But after this poor showing, the Avenger went on to do what was required for the US Navy to win the war in the Pacific. Avengers operated by the British Fleet Air Arm were called Tarpons, until sanity prevailed, and they were redesignated Avengers.

The TBF-1 differed from the later TBF-1C in that it has no guns in the wings, and a .30 cal. gun in the fuselage in front of the cockpit. The arrangement of windows in the fuselage also differed from the later variants and the antenna mast in the cockpit was mounted further forward. Finally, it appears that most TBF-1s (and Tarpons) had a crew station behind the cockpit. While this feature exists on most restored Avengers, during wartime there was no seat in this location on the TBF-1C and the TBM.

The Avenger in 1/72nd: The first Avenger I built was a 1968 issue released by Lindberg. I can remember the rivets and the blue plastic, but I can't remember which version the kit purported to represent. I'm sure no serious modeler would consider building it these days. Airfix added a TBM-3 to its range in 1966 and Frog did a Tarpon in 1973. Both are products of their time, the Airfix kit having more rivets than Lindberg's offering, but are still decent products today if you aren't scared by raised panel lines. In the late 80s, Academy/Minicraft announced a TBF-1. I was very excited by the kit until I had it in my hands. Clearly "inspired" by the Frog Tarpon, it retains the bulged windows of that variant, but the modeler is instructed to add them to the insides of the fuselage! Again, you can build a decent Avenger out of it, but after Hasegawa's release of a new tool TBF-1C and TBM in mid 90s, why would you? The Avenger kits are emblematic of what Hasegawa was producing during this time: beautiful modelings, sharp detail, good recessed panel lines, and inadequate cockpit and wheel well detail. But they only did the wartime TBF-1C and TBM. A few years ago, Sword started issuing Avenger kits of the later model TBMs including the Canadian and British versions without the turret, and the airborne early warning variant. Recently they have followed these up with the earliest Avenger, the TBM-1.

In the Box: The Avenger is another high end short run kit from Sword. The kit consists of two runners of grey plastic and one with the clear parts. There are no locating pins provided for the main parts, but there are locators for interior parts. While "inspired" by the Hasegawa kit, Sword has added additional detail in



the cockpit and the wheel wells. All the necessary features of the TBF-1 and Tarpon Mk. I are included. For the most part the molding is quite clean, though there are some parting lines to remove and the wheels are a tad blobby. Surface detail is recessed and very well done.

The cockpit includes the floor, two seats, two fire bottles, an instrument panel with recessed detail and the necessary bulkheads. The turret consists of a base, gun, mount, and seat.

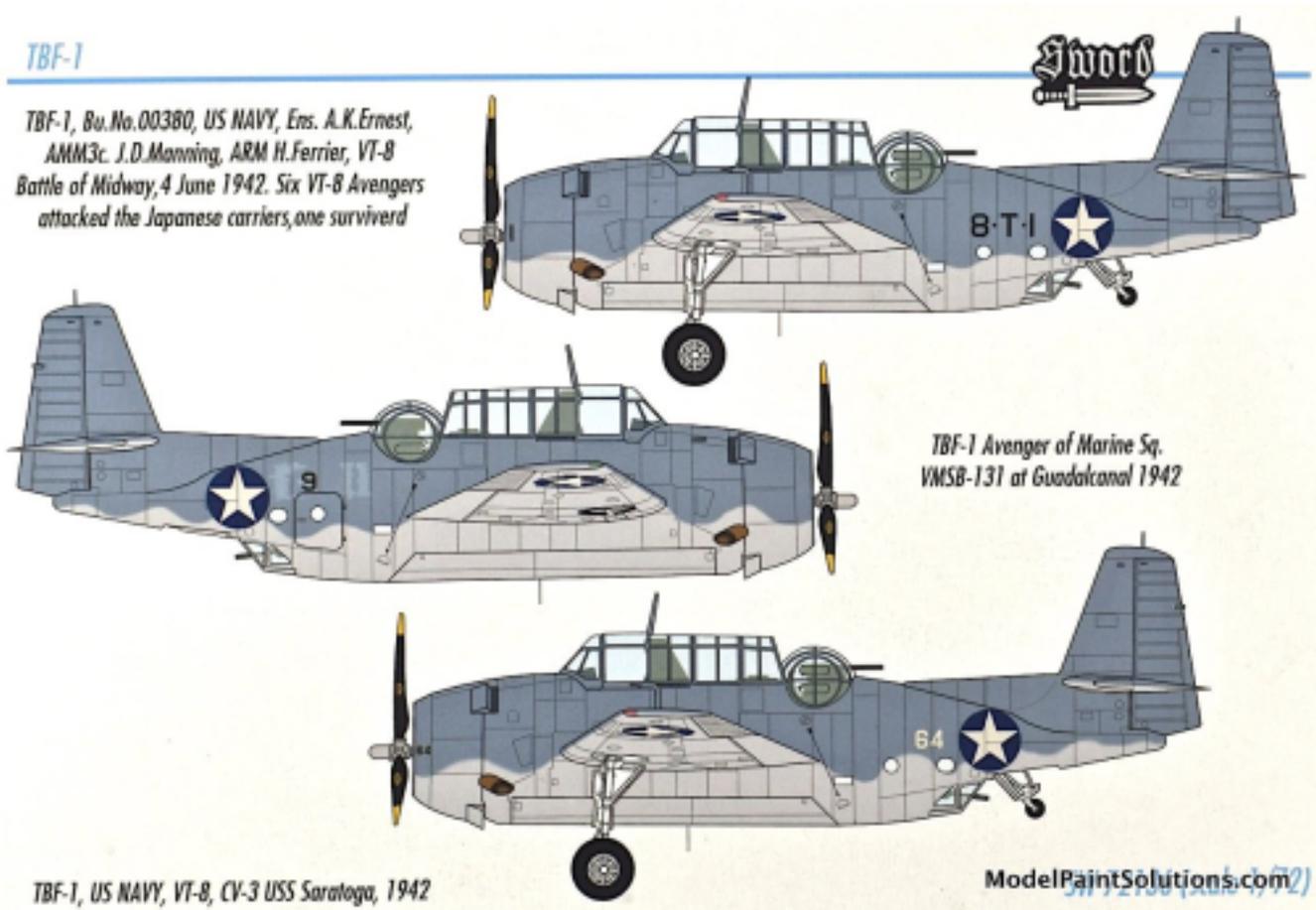
All flying surfaces are molded fixed. The landing gear are finely molded, with each gear leg consisting of two parts, a wheel, and landing gear doors. The main landing gear wells are constructed from four plastic parts with detail molded in both the tops and bottoms of the wing.

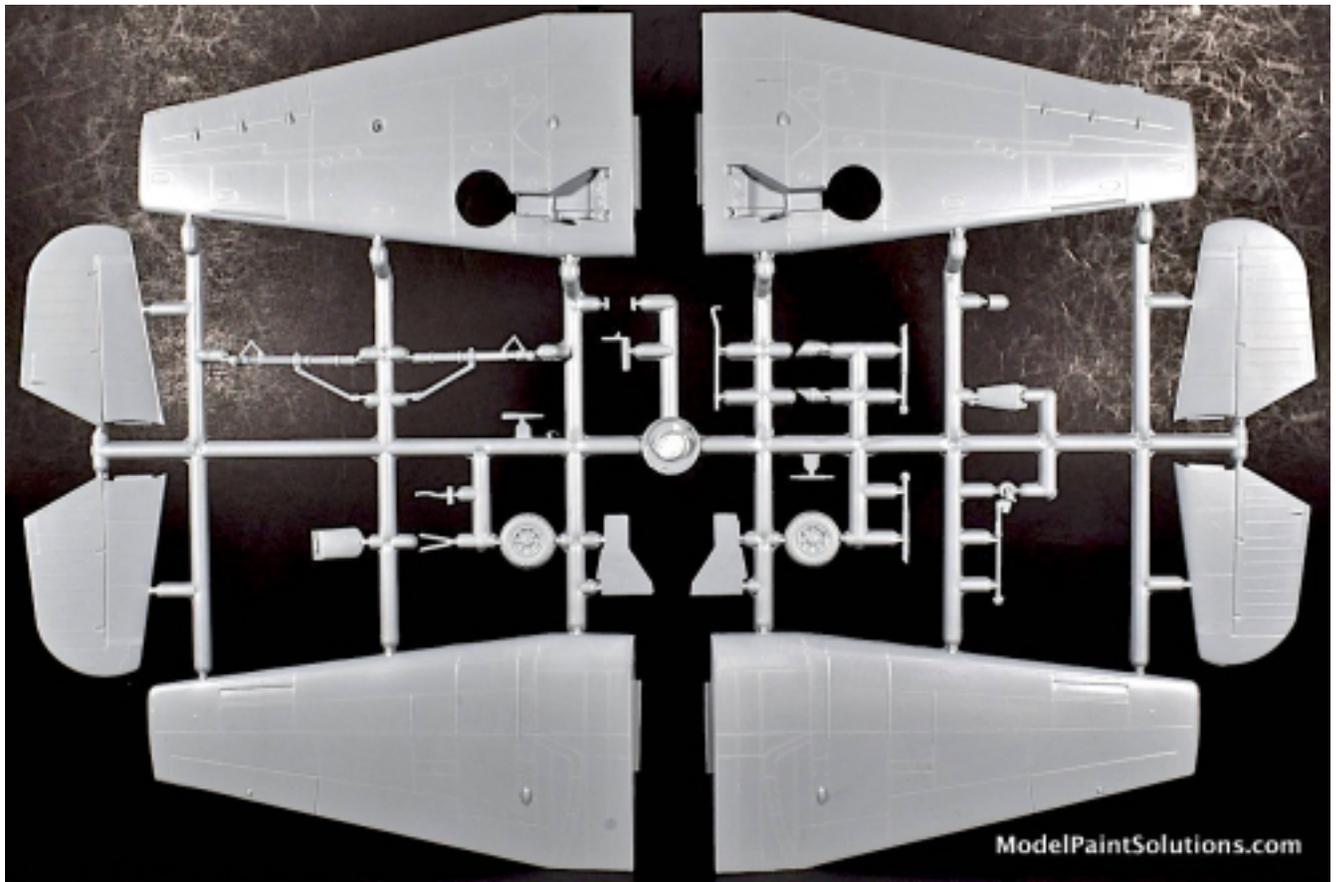
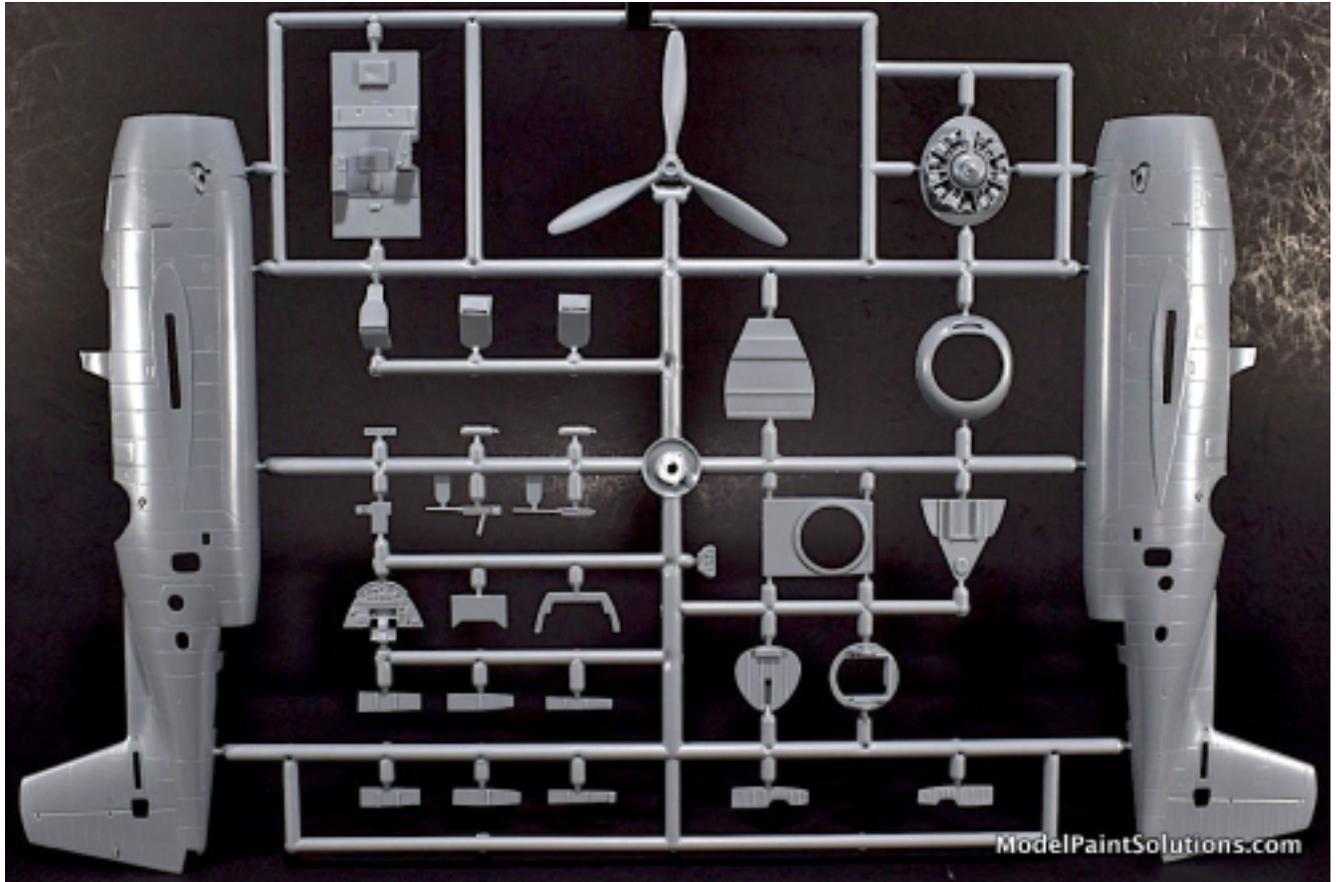
The clear parts are quite well molded, reasonably clear, with well defined panel lines. Unfortunately no masks are included. (Masking the turret on an Avenger gives me nightmares.) The TBF-1 had a small hinged portion of the canopy that covered the area between the turret and the main canopy. This is provided in the kit, but be aware that it appears it folds into the main canopy, when not extended over the turret. The instructions do not make this clear. The bulges are included for a Tarpon, but of course not needed for any of the schemes in the kit.

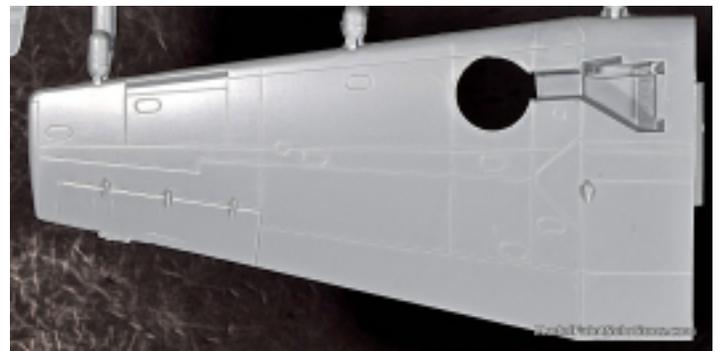
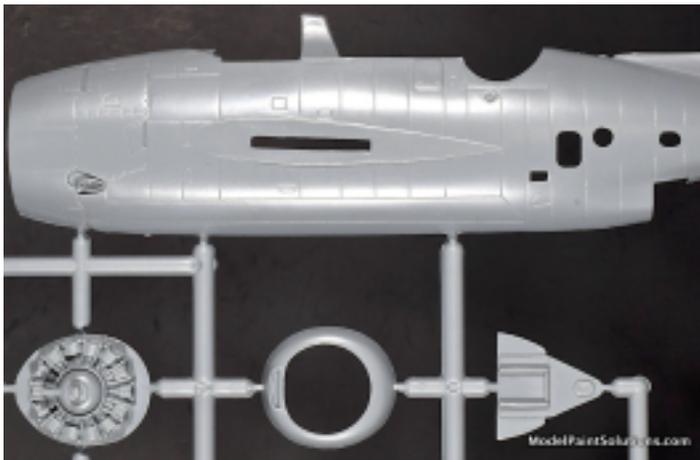
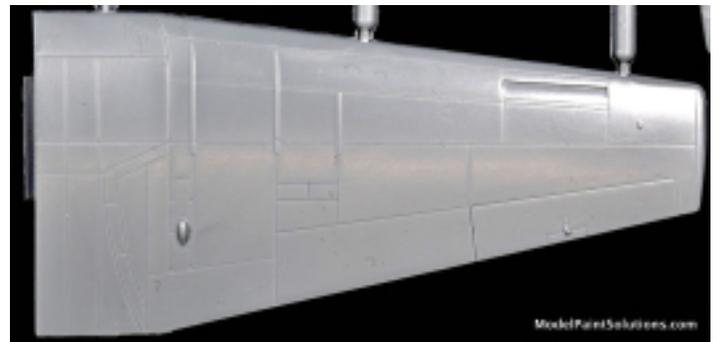
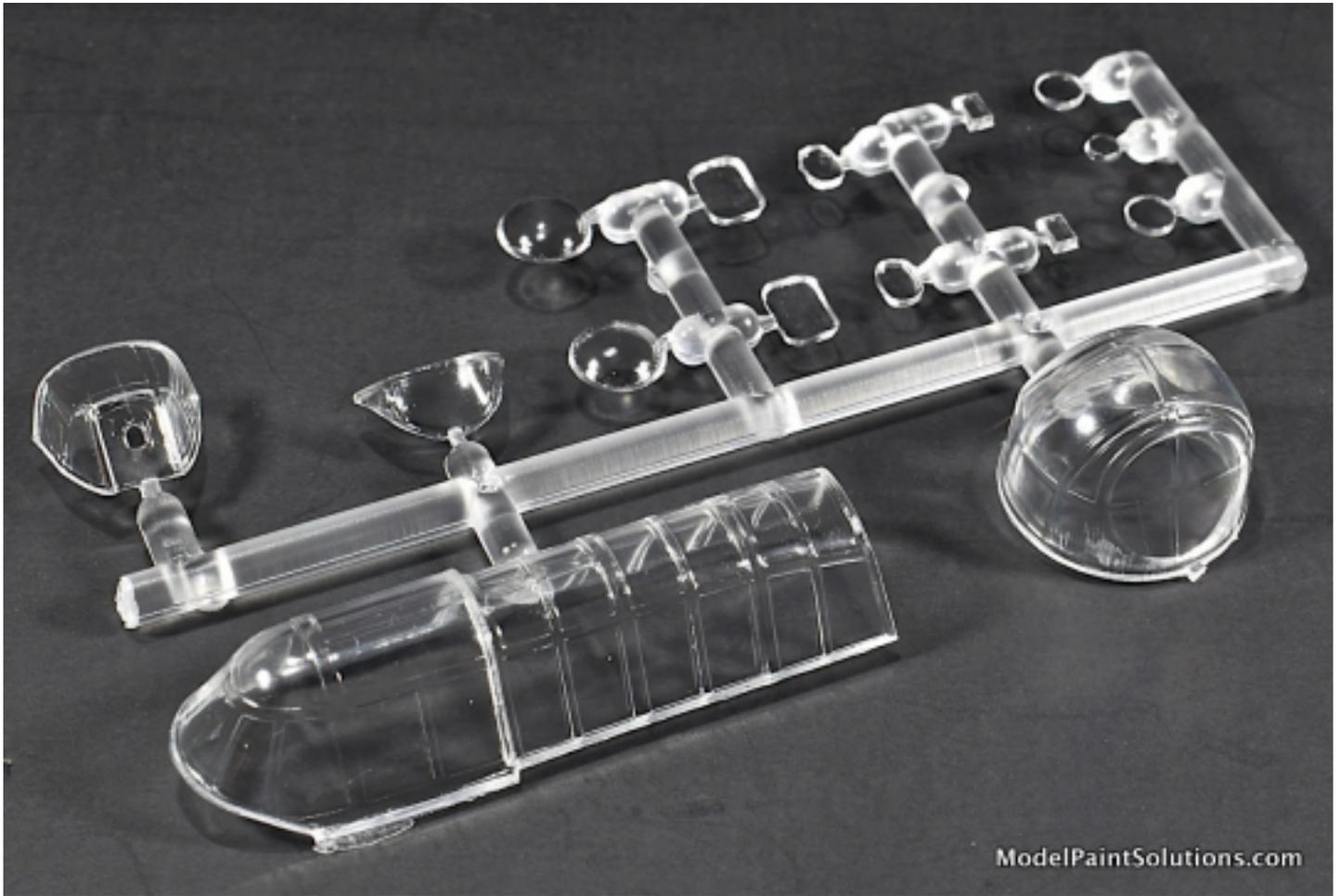
Decals printed by Techmod are included for three options. All are in the blue grey over light grey early USN scheme with the early stars without bars. The famous sole Midway survivor is included along with an aircraft from VT-8 on board the USS Saratoga in 1942, and an Avenger from VMSB-131 at Guadalcanal in 1942. The main markings and lots of stenciling is included.

It is nice to finally have an out of the box TBM-1 in 1/72nd scale. While it will probably be a bit more difficult build than the Hasegawa kit, it will be worth it to build an accurate replica of a VT-8 Midway TBF without the need of conversion. The additional detail in the cockpit and wheel wells is also a nice touch.

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

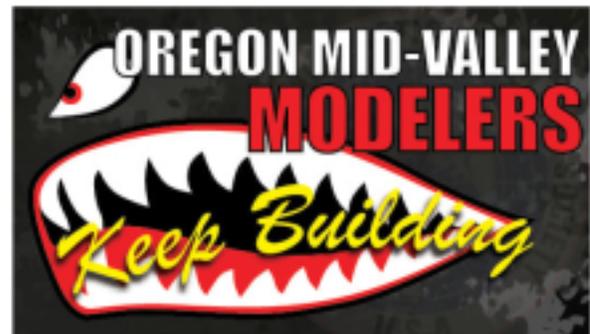






Oregon Mid-Valley Modelers
Present:

**SUMMER FUN PARKING LOT
SWAP MEET AND CONTEST**
"Welcome Back to Modeling"



MODEL KIT SWAP MEET and PEOPLE'S CHOICE MODEL CONTEST

WHEN — Saturday, July 17, 2021 — 10am–3pm

WHERE — Heritage Mall Parking Lot, Albany, Oregon

(Between Target and Oregon State Credit Union, bordered by SE 14th Ave. and Clay St. — see map)



* SWAP MEET *

As the name suggests, this will be a swap meet in the parking lot. One parking space will be allotted to each vendor. You can sell out of your vehicle and/or set up a table. Sellers, please plan to come early to set up. There's no fee to sell, but we're asking vendors to register so we can plan space accordingly. Or you can just turn up the day of the show. To register, contact Colin Harmsworth: harm1730@msn.com or (971) 304-5395.

* CONTEST *

This will be really simple: a People's Choice voting contest. Awards will be given for Grand Prize and three runner ups. We will have tables set up under canopies, and categories will be assigned for display purposes only. Come and bring those Covid builds you've been dying to show off! There is no fee to enter, and anyone is eligible to vote: buyers, sellers, displayers, and passers-by.

In the event of bad weather, especially rain or high wind, we may have to limit the contest. But hey, its the middle of July, so we're going to take the chance.

For More Info: www.facebook.com/groups/MidValleyModelers

Note: In light of the current pandemic situation, please be aware that neither IPMS/USA nor its Chapters are liable for any potential transmission of illnesses. Those planning to attend this event should (a) follow existing safe social distancing and mask recommendations and (b) abide by any local or state regulations regarding gatherings.



ICM 1/35th Scale German 1e.gl.Einheit-Pkw Kfz 4

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

Kiev-based ICM is back again with a new offering in its Einheits-PKW ("Uniform all-terrain passenger car") line – this time with the light Anti-Aircraft version. This highly detailed and diminutive subject sports twin MG-34 machine guns and crew seat in place of the two rear seats.

Officially introduced at the end of February 1938, the Truppenluftschutzkraftwagen – "Air Raid Vehicle" - (Kfz. 4) had four doors and a spare wheel mounted at the rear of the car body like the Kfz. 1 and 3.

The units which were allowed to have Kfz 4s had only one vehicle, each. A light tripod for each gun was stored at the rear.

With the tripods, the MG 34s could be used outside of the vehicle. Even though the guns were able to be fired in any direction from the vehicle, the practical effect of this weapon during combat was questionable.

The Kfz 1, 3, and 4 were supposed to replace the civilian vehicles previously procured by the Reichswehr with cross-country mobile capability, but manufacturing and design issues, as well as pre-war material limitations, led to these being phased out.

As far as I know, this is the only injected plastic kit of this particular vehicle, although ICM produces and sells the car and gun separately. The first thing I noticed about ICM's release was the unusual box. The kit is shipped in a sturdy, white 'locking' clamshell box. But instead of sliding a simple sleeve over the box, ICM drops a standard model box top over it. The overall impression is one of sturdiness. Since the kit is not shrink-wrapped, the double layering helps to ensure that nothing will be lost in transit. Nice. Once open, all parts are bagged and the decals are slipped inside the instruction booklet.

The plastic is soft but not too soft, and the molding is excellent with no noticeable flash or sink marks. The four tires and single spare are molded with their wheels as one piece, in plastic. The detail overall is crisp and the number of attachment points and nodes, while many, are located in areas that are easily addressed. While many of the parts are very delicate, ICM pulls off the design without resorting to using photo-etch, which is a big plus (for me at least).

The contents of the box include:

Five sprues of parts molded in light-grey plastic

One sprue of clear parts, including headlights, windows, and hand-operated searchlight.

1 small-sized decal sheet

1 24-page, full-size color instruction booklet, including a parts map and (two) two three-view and (one) five view color painting and decal guide. All text and label information are translated into English.

Markings provided are for three vehicles, all WWII German Wehrmacht.

The instruction booklet is excellent. Printed in color on high-quality, satin-finish paper, it starts off with a short history and vehicle specifications, color reference information, contact



information, and an excellent parts map with unused parts clearly identified. What follows is a two-color set of instructions broken into 82 well-illustrated, small steps. Images are rendered from several angles so you are never forced to guess about how things go on 'the other side'. The last two pages show three, full-color multi-views of camouflage schemes – all in early-war German grey, as follows:

1. Luftwaffe Ground Unit, Greece, 1940
2. First Panzer Division, Greece, 1941
3. Eleventh Panzer Division, Eastern Front, Year Unknown

Clearly ICM has invested heavily in making an excellent set of instructions, and the quality shows through. Good job.

(Minor errors in the instructions are called out in the build sections below.)

What to Consider Before You Start:

There is a lot of detail that is visible on the finished model, adding several painting steps during the build which will cause you to deviate from the instructions as needed.

Some parts are very small and delicate and care in handling must be taken once they are attached. The wheels can be painted separately and attached at the end of the build.

Otherwise, everything fits very well – if it doesn't, more than likely you have something wrong.

The twin machine gun that sits on a pedestal, which includes an integrated seat and sighting mechanism, comes on its own sprue in the kit (and is also sold separately by ICM). Having experience with these kinds of assemblies, I was a little worried about fit and complexity at first. But ICM came through again. Everything fits together perfectly – even the guns slip into their respective cradles with a satisfying 'chunk'. Furthermore, the open design of the guns allows you to completely assemble everything before painting – a nice gift. The guns can be modeled in the 'up' combat position, or the 'down' travel' position.

I decided to paint my Kfz 4 in an overall German Gray scheme with a little color-modulation thrown in to keep things interesting.

Before painting, I made a sticky board of all the parts that were finished separately. These included the shovel, steering wheel, windshield, wheels, rifles, and canvas rack.

I started by applying a coat of (rattlecan) Krylon Flat Black Paint/Primer for my dark, primer/pre-shade coat. Surprisingly, this low-cost enamel solution sprays on easily and dries very thin and tough – replacing a time-intensive task I normally use an airbrush and more expensive paint for. I use a dark primer coat to give the plastic some grip, and to fill in the recesses - creating a shadow effect near the flat surface edges and adding depth for subsequent coats to come.

After the primer had degassed, I carefully laid down a graduating layer of AKI Real Color RC256 Blue Grey. I made sure to go slowly, feathering the bottom sides and hitting the highlighted areas, such as the hood panels and fender sides. I then hand-painted small details here and there using the same AKI Blue Grey.

With the basic scheme down, I went to work on the detail painting. Vallejo 826 Cam Medium Brown was used for the seats; the steering wheel and wooden gun parts received Vallejo 940 Saddle Brown, and the wooden shovel handle was painted Vallejo 311 New Wood. I painted the passenger compartment cover using Vallejo 314 Canvas (with detail using Model Master 2013 Afrika DunkleGrau), and the MG tripod poles Tamiya XF-16 Flat Aluminum. The tail light received Vallejo 307 Red Tail Light, and the metallic parts for the gun and canvas cover received Tamiya XF-84 Dark Iron. Tamiya X1 Gloss Black adorned the various knobs and other detail.

Once satisfied, I laid down several coats of Pledge floor polish (Future) to prepare the surfaces for washes and decals.

I applied the decals using Red and Blue MicroSol/MicroSet without any problems. The ICM decals are very thin and separate from the backing effortlessly. Once the decals were dry, I applied a wash using Mig Oil Shadow Brown to the entire vehicle. When I got to the wheels, I laid the vehicle on its side to allow the wash to dry evenly.

I followed this with a 'road-dusting' coat of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill any shine left over.

I finished the vehicle by attaching the clear headlight lenses with Mig Ultra Glue. Done!

I recently finished another ICM kit (Kfz.247) and I have their new Marder I on my bench, ready to start. Needless to say, ICM's recent offerings are a lot of fun to build, and this kit is no exception.

While this kit is challenging due to the number of small parts, the molding is crisp and everything fits; ICM deserves a lot of credit for such a great effort in engineering and design here – and they get it done without resorting to photo-etch parts, a big plus in my book.

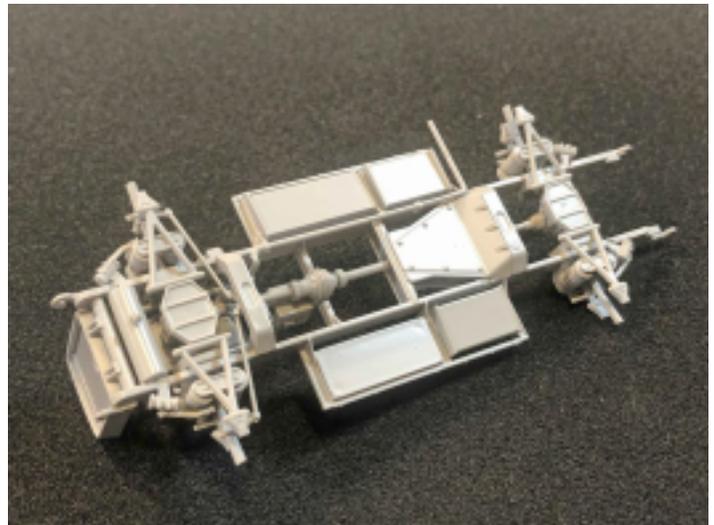
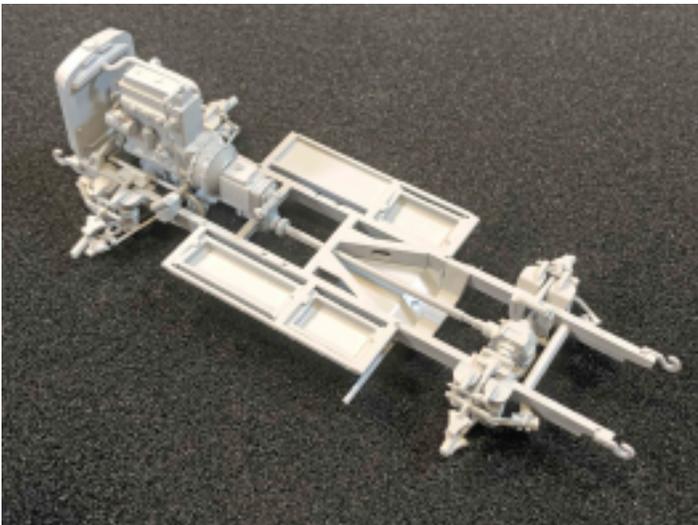
One more point to make: my original sample copy arrived here in Seattle without the sprue that had the parts for the twin pedestal gun. The instruction booklet has contact information to use in this situation, so I e-mailed Valeriia in Kiev, Ukraine, who responded immediately, and promised to have one in the mail, promptly. Knowing that my missing sprue was probably not the highest priority for our friends out there, I didn't expect to receive anything for a while, so I continued on with the build. Before I got to the part with the guns, however, I received a well-wrapped package containing one sprue, and a lot of stamps. Kudos to Valeriia, and all the others at ICM, who have made this build such a pleasurable experience.

ICM is building a solid reputation for producing excellent models. Sturdy and intelligent boxing to protect the sprues, consistent use of hidden connection points and modeler-assists, design of assemblies that other manufacturers are challenged by (such as a single-piece frame). ICM was able to bring together a nice little detailed kit without resorting to photo-etch or other finicky additions. And the instructions are superb.

Normally, for these reasons, I would have recommended this kit for all modelers, regardless of experience level, but the high count of small parts and intricate assemblies cause me to suggest that only modelers with a few builds under their belt should attempt a go at this kit. That said, I managed to muddle through the challenge myself, so if you go slow and test-fit the parts, anyone can create a nice replica of this interesting little vehicle.

I would like to thank ICM and MBK-USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.





I Can't Contain This Any Longer

by John DeRosia

Sometimes, keeping it simple really is a better way (and cheaper) to go.

Consider this. You built a 'cargo' truck/flat bed/box truck or whatever you like to call them. Does not matter if it is a military or civilian vehicle. I like loads. It seems to me a truck is sort of 'naked' without a load in the back.

What are our options? Spend a lot of money for a scale container – or have it 3D printed – or make one out of styrene sheets...or how about making one out of paper? I like the paper version. Cheap and easy to make if you know a little about PowerPoint. Real containers come in all colors, custom sizes, and with billions of logos and printing on them.

I looked on the Internet for real truck containers. Wow, are there ever lots to see. So I took a screen shot of one of the long sides I liked. I brought up PowerPoint and set the scale to a ½ inch grid. I turned this 'on' to be visible on the screen while I worked my images.

After having scaled the dimension I wanted for my 1/35th cargo truck bed, I brought the container image into PowerPoint. You can stretch or compress your image from the Internet until it fits exactly to the size you need for your truck. Thus the grid showing temporarily on the screen.

I then made 'opposites', and a front and back. I then got some 'warning' type images and made a few of my own that said 'U.S. Army' etc. You can go to town adding any type lettering and so on to customize your own containers. See **Figure #1**.

Lastly – forget the 'tabs' on paper cut-outs like a lot of us are used to for the glue. Those are too complicated and get in the way. I don't use the tabs as shown in **Figure #1**, bottom right hand corner in red. Just an example of what I am talking about.

Once I am done with my container in PowerPoint, I print it on 'card stock'. Its about the thickness of an index card. Cut it out and fold the edges as shown in **Figure #2**.

Now the EASY part. I used small pieces of wooden square lengths and superglued them to the sides. See **Figure #3**.

Next, I used cheap craft black paint to touch up all sides the white paper showed from gluing and folding. See **Figure #4**. You can also weather your container if you like.

Lastly – it took about five minutes to 'make' it after I printed it. Shown in **Figure #5** is the one I made for this truck. (Maybe 10-20 on the computer to make.)

That's all there is to it. If you don't have PowerPoint or need one made, I am more than happy to share and send you a digital copy. If you don't have any 8-½ x 11 card stock, most printing places will make you a copy for under a dollar. What a deal in our model world these days!

Remember, keeping it simple sometimes adds to the element of having FUN model building. Try it...and watch your excitement meter spring to 'AWESOME'!

Hot Summer; Hot Cars Fantasy

by Scott H. Kruize

It's no stretch to believe all us Aging Baby Boomers like Beach Boys songs. Yesterday afternoon, I was working on model stuff when I realized I really needed a fresh *Greatest Hits* 'hit'. I have the CD (oh, how retro) and was thereby reminded of critical cultural and technological facts:

Although I must confess to not knowing exactly what a '409' IS, there must be such a thing...and the Boys explain that if I saved my pennies and I saved my dimes, I could buy one. Being my 4-speed dual-quad Posi-Traction 409, she would always turn in the fastest times...as long as I addressed her properly, like a horse: "Giddyap, giddyap, giddyap, 409!"

As far as fun, fun, fun goes, the Boys describe how there'd be such both before and after Daddy took the T-Bird away.

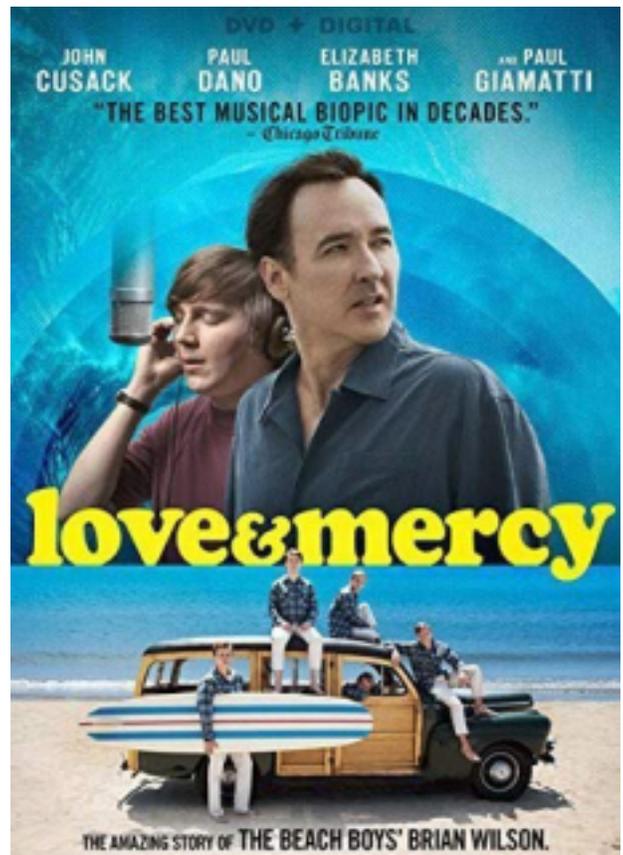
Now, I don't frequent the roads around Pasadena, but if I ever do, I'll certainly heed the warning to avoid any brand-new shiny red Super-Stock Dodge I might encounter, since everybody's sayin' that there's nobody meaner than its owner – well past my cohort in age – but she drives real fast and she drives real hard; she's the terror of Colorado Boulevard!

Similarly, I don't know where the 'Strip' is – not even where the road is wide – but I suspect the best thing for me to do is keep well away from any fuel-injected Stingray and a four-thirteen.

Even before the Internet, I've been aware that not everything one hears, sees, and reads, is necessarily true and accurate. I determined to check and see whether those factoids were actually based on reality. Of course there are a jillion sources of information, more or less about them, on the World Wide Web...but I really wanted to thrash this out face-to-face with somebody I actually know, in person.

This is possible. Between legendary ancient time before my joining our IPMS Chapter – when daring to place on the Show-&-Tell table anything other than an airplane would immediately get Purity Vigilantes up in your face – and modern times – where we're under absolute authority by Armor guys – members have gradually filtered in, that build all kinds of models. Figurines, spaceships, dioramas, ships, and even cars. I know three of the latter: Will Perry, Jon Fincher, and Dan Ehrhardt. Never any need to explain to them how I know nothing whatever about matters automotive, having been a hopeless nerd from junior high school – when it first became noticeable – right up to the present day. Within three minutes of meeting me, each understood that perfectly. Yet they're so securely settled into 'hot car coolness' – if that's the right phrase – they'd surely condescend to answer my questions about cool hot cars.

Will Perry pulled up to June's Parking Lot Tailgate Swap Meet & Sale...on his motorcycle, of course. His theory's that when they were very young, the Boys saw and heard of such high performance wheels. How could they not, being in southern California? Naturally, they did songs of longing and praise for that cool fast stuff...and when their songs took off, then – only then! – were able to buy such toys for themselves.



Will seems to be quite the Brian Wilson fan. This led to his recommending a movie about his enormous ability and equally enormous personal and professional problems of his career. There's no question of his talent, propelling the Beach Boys to such heights of popular stardom, even amounting to our domestic answer to the 'British Invasion', at that time. They were wildly successful, appearing in concert for decades, enduring the usual ups and downs of stardom, but always coming back and selling 350 MILLION albums worldwide. They're not done yet: with the Pandemic ending, the current Beach Boys troop will appear at the Western Washington Fairgrounds in Puyallup this September.

But back to the movie, *Love and Mercy* (2014). It's extremely well-made, with a first class cast, but is difficult to watch, even taking into account that my wife likes movies with 'colorful characters': people off the stereotypical beaten path. Brian produced all those surfing and hot rod songs from 1962 to 1965. The movie starts after that, as Brian's creativity took definite – if uncertain – turns in different directions. That role is played by Paul Dano, and the film jumps in time – unpredictably and frequently – to very much later, with Brian played by John Cusack. The sunny, dance-able Good Life In California As Paradise songs were left behind as later ones got darker and weirder. (There's intimations that his domineering and abusive father had much to do with this.) His brothers and other bandmates became increasingly confused, disoriented, and even angry. Brian's brother complains not only that Brian's latest song composition, in progress, sounds either drug-related or suicidal, but that Brian is behaving as if everything's about him, with no room for any meaningful contribution or purpose to any of the rest of the group. No doubt, Brian was a genius: a troubled genius. The Beach Boys, as entertaining stage act, largely went on without him.

The point is: this movie has nothing whatever to do with the early hits, only with the later complexities, struggles, and troubles Brian went through...and eventually overcoming, after a fashion, to reach recent times. As I write this, he's appearing with two daughters and a granddaughter, so his story's not over yet.

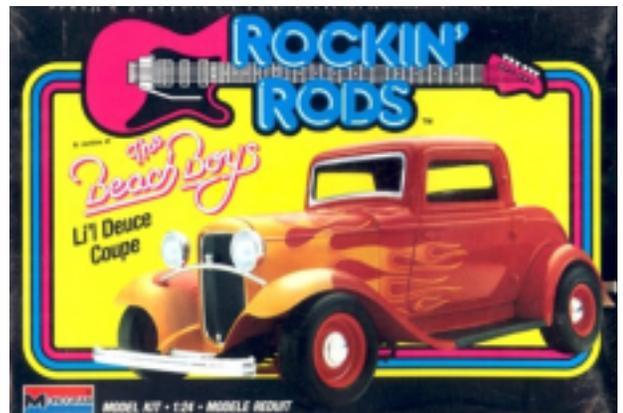
Be that as it may, early Beach Boy hits are immortal. I get a kick out of listening to them to this day, even though I still don't know quite what a 409 is. Still, I get off on my favorite Beach Boys car song. "Little Deuce Coupe", having been 'ported and relieved and stroked and bored' is so wonderful that "if I had a set of wings man I know she could fly!"

Gives rise to a thought in the mind of this airplane modeler...there's a modest quantity of car kits in my stash...perhaps building a few would reduce my automotive clueless nerdliness... I'm able to build car stuff: right now I have a Ford Ranchero half built. I don't have a LDC, but there must be one out there*. I could make it a...ah...'Conversion'!...so at our next Contest-&-Show, it might go into Aircraft Category 183, or Car Category 534...



Whatever. Wouldn't It Be Nice if it could Catch A Wave of attention, maybe by visiting California Girls – you never know! - and most especially by the judges. Why, I'd Be Sitting On Top Of The World!

* [Yes, there is – Monogram released a '32 Ford marketed as "Li'l Deuce Coupe" with The Beach Boys logo on the box. - ED.]



F2H Banshee Part 2: F2H-3 and F2H-4 Variants, **by Bert Kinzey with art by Rock Roszak**

reviewed by Jim Bates

When I was a young modeler in the late 80s, Detail & Scale publications were a revelation. Walk arounds, history, and modeling all in one book. What more could a teenage modeler in a pre-Internet world want? However, I had not had the chance to see any of their publications for quite a while.

Detail & Scale now publish both digital and print books, and I was given the paper copy of the *F2H Banshee Part Two* which covers the “big banjos,” the F2H-3 and F2H-4. The book looks very similar to the vintage D&S paperback books, but is longer with less glossy paper. Topping out at 103 pages, the book follows the typical style in the series, with 282 photos and 15 color profiles. One nice thing about the upgraded series is much more color in the book, including all the profiles and 170 of the photos.

After a short introduction, we have chapters on the development, the variants, paint schemes, details, and the final modeling section. All are profusely illustrated and there isn't much about the big Banshee that isn't covered.

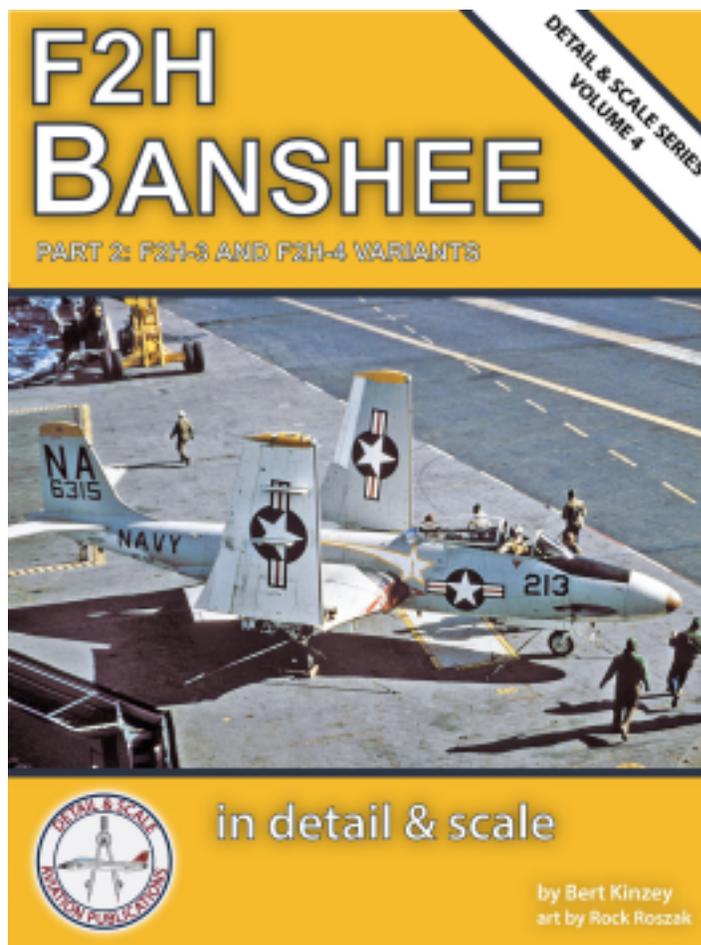
All the detail shots a modeler will need are included, though often they are of preserved aircraft. One nice touch are Rock Roszak's drawings based on the NATOPS manual of the cockpit, ejection seat, radar, and internal armament.

As a proud Canadian, I am glad to see that the Royal Canadian Navy's use of the Banshee is covered, but I do want to correct that Canadian colors are not Dark Sea Grey over Light Sea Grey, but Dark Grey 501-102 over Light Grey 501-106.

Being a mostly 1/72nd modeler, I was shocked that there hasn't been a Big Banjo in injection molded plastic in 1/48th scale. Glad us 1/72nd guys have the Hobbycraft/Academy kit even if it takes some work to upgrade it. (Not mentioned in the book, but check out IPMS Journal Editor Chris Bucholtz's Obscureco Aircraft's resin cockpit/nose gear update for the kit.)

This is a great publication and highly recommended for anyone building a Big Banjo. It has inspired me to pull out the Hobbycraft kit and get cracking. Now if only it would inspire a 1/48th injection modeled kit...

Thank you to Detail & Scale Aviation Publication for providing the book and IPMS/USA for allowing me to review it.



PYLONS & EXTERNAL STORES DETAILS

F2H-3 & F2H-4 CONVENTIONAL STORES CAPABILITIES

Note
Maximum weapons load
will exceed 1,200 pounds.



STORES	STA. 8	STA. 7	STA. 6	STA. 5	STA. 4	STA. 3	STA. 2	STA. 1
100-LB. G.A. BOMB	☐	☐	☐	☐	☐	☐	☐	☐
250-LB. G.A. BOMB	☐	☐	☐	☐	☐	☐	☐	☐
500-LB. G.A. BOMB			☐	☐				
25-LB. MK 78 PRACTICE SCAM	☐	☐	☐	☐	☐	☐	☐	☐
5-INCH ROCKET	☐	☐	☐	☐	☐	☐	☐	☐
SIDEWINDER MISSILE*				☐	☐			

* The capability to carry the Sidewinder air-to-air missile was added late in the operational service of the F2H-3 and F2H-4. Sidewinder missiles were mounted on Universal Rocket Launchers, 6, 5, Sidewinders were configured and wired to carry the Sidewinder missiles on Stations 4 and 5 as shown in this chart. However, Canadian F2H-3s carried them on Stations 1 and 2.

Although the primary mission performed by the F2H-3 and F2H-4 was that of an all-weather interceptor, the "Big Banshee" retained the fighter-bomber capabilities of the earlier F2H-2. The same eight hard-points were under the wings and were numbered as Stations 1 through 8 beginning with the station nearest the left wing tip. The chart above shows the weapons and loading locations for the conventional stores carried for use on the F2H-3 and F2H-4. While the F2H-2 was limited to only 1,540 pounds of external stores, the maximum load for the F2H-3 and F2H-4 was more than doubled to 3,200 pounds. An A-1A Combination Bomb Rack and Rocket Launcher was usually mounted on each station, but two MK 81-77 Bomb Racks were sometimes used. Late in the operational service of the F2H-3 and F2H-4, the capability to carry two AAM-N-7A (later redesignated AIM-9B) Sidewinder air-to-air missiles was added. The Sidewinders were loaded on Universal Rocket Launchers that replaced the A-1A Combination Bomb Rack and Rocket Launchers

on stations 4 and 5. The Royal Canadian Navy also added the Sidewinder capability to their F2H-3s; however, they mounted them on stations 1 and 8. During the 1950s, tactical nuclear weapons were entering the U. S. inventory, and the Navy added the ability to deliver these weapons to several of its carrier-based aircraft. This modification had been done to a few F2H-3s, resulting in the twenty-seven examples of the F2H-3B sub-variant as covered in *F2H Banshees in Detail & Scale, Part 1: Prototypes through F2H-2 Variants*. At least two types of tactical nuclear weapons were evaluated for use on the "Big Banshees," and the capability did become operational. This section includes photographs of the Aero 16A Combination Bomb Rack and Rocket Launchers on the eight under-wing stations and provides coverage of the addition of the Sidewinder missile capability and the tactical nuclear weapons.

MODELERS SECTION



Very few kits of the F2H-3 and F2H-4 Banshees have been released. Today, only the Blushing resin kit (shown at the center in this photograph), is available in 1/144" scale. At left is the HobbyCraft 1/72" scale model, and at right is the Academy release of the HobbyCraft kit. The 2017 release by Academy is still available as of this writing, and although it has many shortcomings, no other 1/72" scale injection molded kit of the "Big Banjo" has ever been produced. (Kinsey)

General Comments

The F2H-3 and F2H-4 all-weather interceptor variants of the McDonnell Banshee are subjects that have not been covered well by scale model kit manufacturers. This is unfortunate, because the "Big Banjos" were the first all-weather jet interceptors to be produced for the U. S. Navy and Marine in considerable numbers. Only one kit has been issued in 1/144" scale, but being the main offering from Minwing. Likewise, only one injection-molded kit has been released in 1/72" scale, and that is the HobbyCraft kit from Canada. It leaves a lot to be desired when it comes to detailing and accuracy. It has also been issued under the Italeri and Academy labels. When it comes to 1/48" scale, no injection molded kit has ever been released of the "Big Banjo." Collect-Aero issued a resin kit in 2003, but it is no longer generally available. Witty Hawk announced a forthcoming 1/48" scale kit of the F2H-3-4 in the mid-2010s, but it has never been produced. After the release of their F2H-3-4P variant in 1/48" scale, which was plagued with numerous and obvious inaccuracies, it appears doubtful that the F2H-3-4 kit from Witty Hawk will ever be produced. Detail & Scale had delayed the release of its publication for several years in hopes of including the Witty Hawk F2H-3-4 kit in its Midwestern Section, but since it looks unlikely that it will be released, we have decided to go on and publish the book. No injection-molded or resin kit of the F2H-3-4 has ever been issued in 1/32" scale.

As of early 2021, the Minwing 1/144" scale resin kit and the 2017 Academy release of the old HobbyCraft kit were generally available. However, modelers are still in need of quality and accurate kits of the F2H-3-4 Banshees in 1/72", 1/48", and 1/32" scales.

KIT REVIEWS

1/144" Scale Kit

Minwing F2H-3

Although Minwing labels the box as an F2H-3, it can also be built as an F2H-4. The kit comes with decals for an aircraft from 50-11 and alternate markings for a Canadian Banshee assigned to 10-873. The resin kit consists of several major pieces, including the fuselage, right wing, left wing, right and left horizontal tails, and two external tip tanks. Smaller items are molded on a single base and include the nose gear strut and wheel, the left and right main gear struts and wheels, doors for the landing gear, the vertical part of the ejection seat, and the bumper skid. Other Minwing kits we have built have had vacuformed canopies, but this one has the canopy molded in clear plastic. All parts are relatively free of flash, and the shapes and outlines are all reasonably accurate. The one noticeable issue with regard to shape accuracy is that the lower ejection struts on the sides of the forward fuselage are too long.

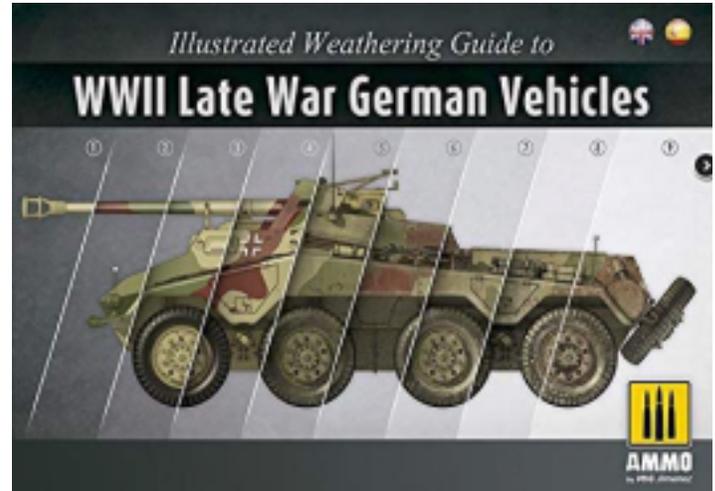
For a model this small, several items that are specific to the F2H-3-4 are not provided in the kit, because they would be easily broken if cast in resin. These include the pitot probe, the fuel vent, the small scoop near the top of the leading edge of the vertical tail, and the eight pylons under the wings. The instructions show the two outward pylons that go under the right wing, but the parts are not in the kit, and there is no instruction to make them from plastic card. Although these pylons were not always present on the real aircraft, in most cases they were, and all eight are easy to add from card stock. The

Illustrated Weathering Guide to WWII Late War German Vehicles, **by Mig Jimenez, Enrique Calderon, Diego Quijano**

reviewed by Eric Christianson

It is arguably safe to assume that most modelers who visit the IPMS Reviews website know a thing or two about assembling models, at least. I think it is also safe to assume that most Armor modelers know that you don't need to start painting until well into the assembly process, many times not until the very end of the build. That is where Mig Jimenez's recent offering starts – he takes the armor modeler from an assembled kit through to the finish line.

The Illustrated Weathering Guide to WWII Late War German Vehicles takes a dive into finishing ten iconic late-war German AFVs, and while no can argue that (one) goal of this book is to market Mig/Ammo products, the information contained between the covers is still both valuable and informative. Let's face it – Ammo by Mig produces (or re-brands) many of the very best products available to modelers, and a 'how-to' book using those very products makes for an excellent great quick-reference guide.



The ringed, side-bound, soft cover book lays flat on your workbench, which is pretty handy if you have the space for its relatively large 12.5 x 8.5" footprint. Once the cover and preliminaries are out of the way, the reader is presented with a visual table of contents, with profile images placed next to the chapter and page numbers – a nice touch.

These contents include:

- Panzer V "Panther" Ausf. G
- StuG. III Ausf. G Final production
- Sd.Kfz 251/21D Hanomag
- Jagdpanzer VI "Jagdtiger"
- Panzer VI Tiger Ausf. B "Kingtiger"
- Jagdpanzer V "Jagdpanther"
- Sonderfahrzeug IV Porsche Type 205 "Maus"
- Sd.Kfz 234/4
- Panzer VI "Tiger I"



The tenth and final chapter covers the Panzer IV Ausf H Late Production, and looks like it was added after publishing since you need to scan a QR code with your phone to download it. Presumably you can then print it out and keep it with the rest of the book. I wonder how much of this was a mistake, or, more likely, a preview of regular additions to be added over time, to this initial list?

After the table of contents, the reader is brought through several pages discussing the book's approach, the tools used (such as paint brushes and airbrushes) as well as a description of each of the products mentioned. Like a majority of Mig's work, everything is provided in both English and Spanish.

A note about the products – the paints used are Mig's yellow-top acrylics, which places this book somewhere between AKI Real Color acrylic lacquers and 'white-top' Mig 3rd Gen Acrylics. Fortunately, I believe that the naming convention used for all of the above is basically the same, which makes this book useful even if you don't use their yellow-top paint line.

After paints, the remainder of the Mig/Ammo products used include the following: 'One Shot Primers', Transparators, Aqua Gloss Clear Primers, Acrylic Thinners, Ultra Decal Set and Fixers (1 and 2), Filters, Streakingbrushers, Washes, OilBrushers, Pigments, Splashes, Mud, Engine, Fuel & Oil Effects, Wet Effects, and Enamel Odorless Thinners.

No less than 21 informational icons are used throughout the book, and defined up front with the products.

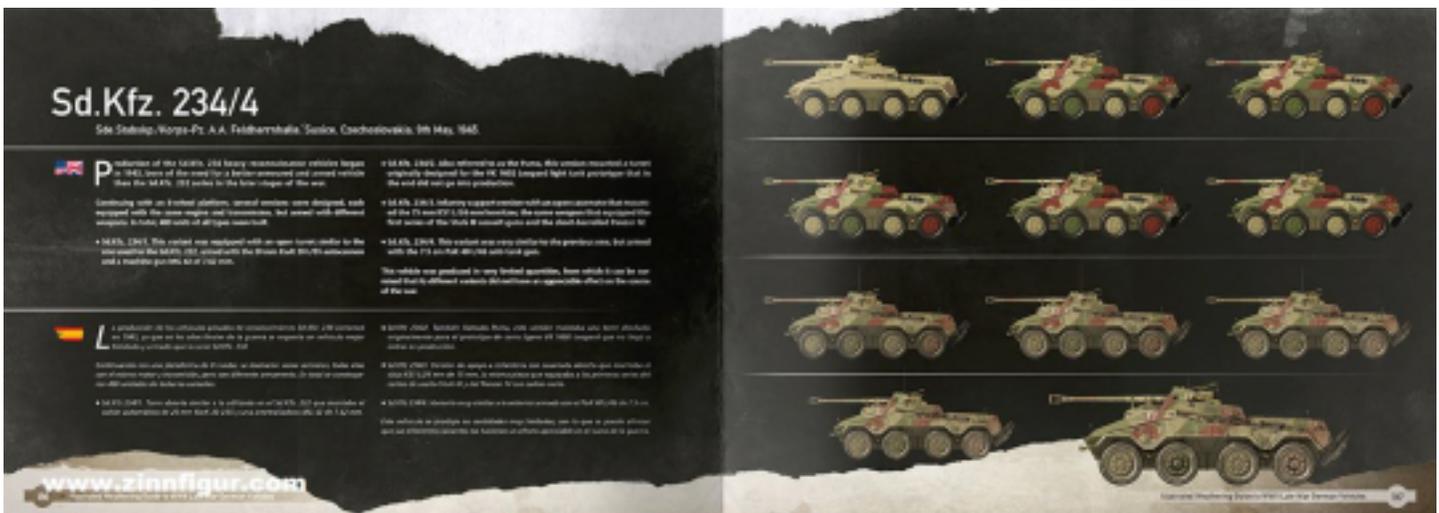
Each modeling section thereafter starts with a page providing a brief description of the vehicle, when and where it was fielded, where it was made, etc. Also, not surprisingly, Mig offers further informational resources for the vehicle type – from the company’s stable of books and periodicals. Opposite this introduction page is a visual representation of the next 10-15 pages, showing a thumbnail profile of the vehicle going through its changes as painting and weathering steps take place – a brilliant idea, actually. The modeler, once familiar with the book, can use this page as a ‘checklist’ to see where in the process he or she is at the time.

The next 10-15 pages of each section goes into detail on each step, one per page. The products used and directions occupy the left side, while a full-size representation of the results are displayed to the right. Nice.

And that’s it. The nine vehicles depicted take up the vast majority of all 231 pages, which is as it should be. The back cover shows the thumbnail weathering images of the PzKpfw IV Ausf. H “Mark 4” vehicle that is downloadable from the internet, as explained earlier.

While most of the vehicles in the book use the same colors (they are all late-war versions, after all), many of the products and techniques were new (or their application was new) to even an old WW2 German Armor builder such as myself. I found the entire treatment of the subject useful and I will have this book at arm’s reach on my bench for some time. I think many other armor modelers, of any age and skill level, will agree.

I want to heartedly thank Ammo By Mig for providing this book for review, and IPMS USA for giving me the opportunity to review it.



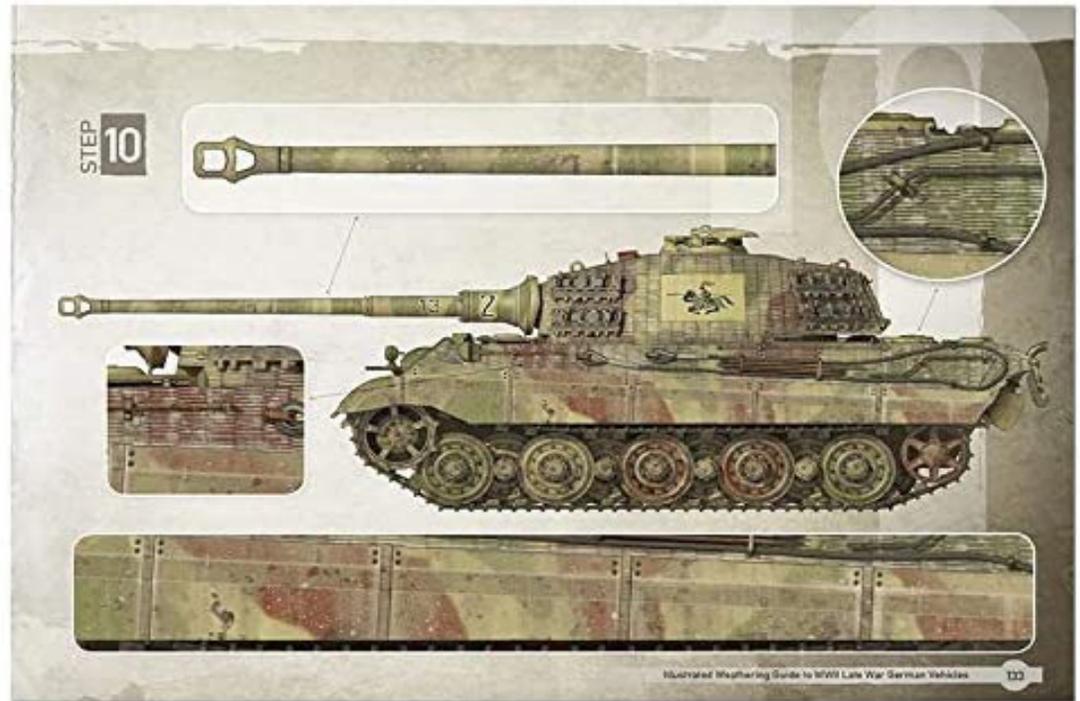


Photo of the Month

Caption: "A formation of three two-seat TA-4Js Skyhawks from the VFC-13 "Fighting Saints" of the U.S. Naval Reserve and two CF-101B Voodoos from the Canadian Armed Forces 409 Squadron based at CFB Comox, B.C. during DACT training mission in the early '80s." Source: McChord Air Museum



Meeting/Show Information

The IPMS Seattle meetings will resume at North Bellevue Senior/Community Center on Saturday, August 14. Please see page 1 for more information. Full details will be in the August newsletter. The next IPMS Seattle Spring Show will be in April 2022. Please check the web site at <http://www.ipms-seattle.org> for updates.

Eric will be sending out an e-mail blast to all members inviting everyone to a Saturday 'car-trunk model sale get-together' at Marymoor Park – the next one will be on 'meeting Saturday' (July 10) from 10 AM through 1:30 PM-ish. He will be sending out a map and announcement on Friday, July 9. Marymoor Park is at 6046 W Lake Sammamish Parkway NE in Redmond.

