

Seattle Chapter News



Seattle Chapter IPMS/USA March 2021

# A Lot Has Changed...

The mighty U.S.S. Nimitz pulled into port yesterday after nearly a year-long deployment. No one can argue that the towns they left in March of last year were a world different than the ones they came back to.

A lot has changed.

A year ago, last weekend, I packed 30 models and a huge Lancaster up in boxes and joined a gaggle of Seattle club members as we journeyed down to the IPMS Model Show in Lebanon, OR. At the greeting desk, we were all asked if we had travelled outside the country in the previous two weeks – an odd question at the time. Little did we know that we were attending the last model show for a year-and-a-half.

The previous three weeks found me on three separate business trips to the East Coast, a Superbowl party, dinner out with friends, an IPMS meeting, and a huge, two-day model show at the Museum of Flight.

My, how a lot has changed.

People we knew, like Bill Johnson and John Amendola were still with us, as well as a whole lot of other people we didn't know. Yes, this last year is one that I'd like to put into little lockbox and squirrel away forever.

On the flip side however, not a day goes by without hearing that someone important to me has received the vaccine, as I await my own opportunity, patiently. This vaccine, remarkable in its own right, has broken the hold this virus has had on everyone; on our lives and our plans. From my perspective at least, things are looking really good for the first time in a long time.

We will still have to wait a little longer for public model shows and meetings. Things are changing so fast that I don't want to make any promises here in print that prove wrong next week, so I will just give you an idea of what's coming, at least in our great modeling club.

First, our big annual show has been pushed to April of 2022, after a two-year break. Long lead times and scheduling conflicts from other events give us no other choice. North Bellevue Community Center is getting ready to open and we are first in line to restart our meetings, though they will be different, at least for a while. Nothing is firm yet, but proof of vaccination (may) be part of attendance. I am looking at the possibility of a parking lot swap meet when the weather clears a little, when we can get an OK for a larger group meeting outside. I don't want to be busted by the cops for buying and selling plastic models! NorthWest Scale Modelers are looking at the possibility of holding a small show in November at the Museum of Flight but, like everything else, many obstacles remain while others fall away.

Even though most other clubs have cancelled their 2021 shows, the IPMS Nationals is still on in Las Vegas in August. If you haven't

been to a Nationals before, and if the requirements for this show to be safely held are acceptable, you should try to attend this one in particular. The number of model entries should dwarf all other shows before it, as modelers from all over the world bring what they've produced during 'the big dark' of 2020. We'll have to see.

In the meantime, there is a model-building Zoom session (almost) every day of the week now. If you're at your bench working away, there is a very good chance that others are as well, and talking amongst themselves online. Flip the switch and join the group! Here are the meeting times and login credentials of the various sessions, which are open to all:

Sunday: IPMS Portland Chapter, weekly, 2-5pm: Meeting ID: 825 9399 7243, Passcode: SALEM https://us02web.zoom.us/j/ 82593997243?pwd=Rnd6RVZVO0pUUnRnc0lsVTJBSjROOT09

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#### Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:30 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 accessable place.

The meetings have been cancelled until further notice - please check the web site for updates

# IPMS/USA MEMBERSHIP FORM

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# Round 2 Star Trek Galileo Shuttlecraft

### by Gino Dykstra - IPMS# 11198

As a hard-core *Star Trek* aficionado as well as modeler, this is a model I've been waiting literally decades to see. The classic Enterprise's *Galileo* shuttle appeared in a number of episodes, and was always a fan favorite simply because it brought starship technology down to a human level. Round 2 has seen fit to finally release their long awaited *Star Trek* shuttle, and it's been more than a little interesting examining and building it.

AMT released a *Galileo* shuttle many decades back, and despite its numerous inaccuracies, I've built at least six of them over the years, trying to render something reasonably approaching the screen version but with little luck. With the arrival of this new version, I was able to compare the two to each other, and the differences go far beyond accuracy issues. The new version is at least 50% larger than the old AMT model, and yet, both are purported to be in the same scale. The problem, if there is one, has



to do with how Desilu Studios handled the filming of this craft. A full-scale mockup was manufactured for external shots, but the internal shots were done on a separate set. Like the T.A.R.D.I.S. on *Doctor Who*, the inside proved to be bigger than the outside. Watching the old episodes, it's clear that the actors had to duck to enter or exit the mockup, and yet in the internal shots, they can walk around freely with a roof well over their heads.

AMT, I suspect, elected to model their kit (more or less) after the full-scale mockup. Round 2, on the other hand, seem to have modeled their kit on the interior shots, correcting the volume. This meant that the entire model had to be proportionately enlarged to match, hence the difference in two models ostensibly modeling the same shuttle in the same scale.

The irony is that having corrected for the internal volume, Round 2 failed to provide any interior detail to display this correction, although this actually emulates the real full scale mockup as it didn't have an interior either. There are rumors that Round 2 will eventually be releasing a version with full interior, but the time it took for this kit to appear after the official announcement suggests that it may be a good many years if and when we ever see this.

As a side note, there are many superlative details on this kit which can only be displayed if it is shown in its landing configuration, so I felt compelled to scratch a rough interior so I could logically display this additional detail in a landed mode. As this work is not part of the original kit, I won't be making much reference to it as I discuss Round 2's *Galileo* shuttle.

Externally, Round 2 has wonderfully captured the subtleties of the original, especially around the rear area and roofline, both of which are very poorly represented on the original AMT release. This makes for a somewhat more complex assembly than the older kit, though, and putty work is definitely required to replicate the seamless quality of the original, most notably in the rear and along the engine pylons. Take your time, especially on the rear assembly, as it is more complicated that it first appears, and everything has to be as carefully fit as possible.

The rear maintenance hatch may be displayed open (as seen in the episode *Metamorphosis*) and includes decals to emulate the fiddly bits on both the door and interior of the hatch. The decals are clearly made from photographs of the actual detail, and although quite good in their own right, are not three-dimensional. I elected to do a bit more scratch work and replicated these areas as well as I could with little bits of scrap plastic. The decals, however, are more than adequate. I opened both the service panel and the rear "light" panel as shown in *Metamorphosis*. The only addition was adding a support for the maintenance panel using a bit of acupuncture needle.

The rear landing pad is extremely well detailed and even provides articulation for the pad itself. A special note here for hard-core *Star Trek* fans: the remastered version of TOS clearly shows the rear landing pad retracting in flight, although in the original version it

appears to be fixed. No accommodation has been made to show this retracted, although it would be a fairly easy job to scratch this version if you choose.

The engines are far more detailed than the AMT release, and should be assembled separately to simplify the painting process. The balls at the back end of the engines, despite appearances, do not fit all the way into the shrouds and should extend out on their support rods a bit. The entire kit is obviously engineered for lighting, and if you choose to go on this path, the clear caps on the front ends of the engines should probably be frosted. Otherwise, they appear white on the episodes I've examined.

Overall painting and decaling of this model is quite straight-forward. I painted mine in a two-tone gray scheme, although there's some dispute about the authenticity of this version. Even so, it was a simple masking process, leaving the roof off until decal placement in order to install the windscreen without having to mask them. The decals are quite extensive, offering not only markings for the various shuttles mentioned on the program, but also alternate decals for various episodes throughout the series.

In the end, you have a highly detailed representation of a truly iconic spacecraft from an iconic TV science fiction series. My only reservation is mostly concerning scale, as it appears upon completion that what I now have is a 1/24th (or thereabouts) *Galileo* shuttle with a 1/32nd scale interior. Perhaps, ultimately, it's best to build the model as-is and forgo any attempts at an interior as this only confuses the scale issue. Despite this quibble, it is still the best and only real attempt to replicate the complex external shapes of this beautiful craft since the ancient AMT kit from many decades past. It makes for a striking model, and I've seen some lighted examples that are genuinely stunning. Hats off to Round 2 for making such an earnest effort to get this one right after all this time. Try one out - you won't be disappointed.

As always, my thanks to Round 2 for this lovely addition to my *Star Trek* memorabilia collection, and to IPMS/USA for giving this old Trekker a shot at it. Stay safe, everyone, and happy modeling!









# Hurricane Bookshelf: Another Planet Hosts Weirdos

### by Scott H. Kruize

With February's exciting news about three space missions going there, you'll understand why 'March Madness' compelled me to compile the NorthWest Scale Modelers monthly 'Six Questions' around Mars.

It helped that reaching into the Hurricane Bookshelf produced an important reference source. *Weirdos from Another Planet! (Calvin and Hobbes #4)*, by Bill Watterson has lots of things of cultural, historical, and technical significance, many adaptable to modeling. Figurine modelers can draw on many illustrations of dinosaurs - in action! Scratch-builders of spacecraft get many good views of Spaceman Spiff's incredibly long-ranged saucer. ("Spaceman Spiff explores the outermost reaches of the universe…by popular request.") as well as certain aliens and interiors of their spacecraft. Page 117 shows material for a fabulous diorama involving a low-flying F-15 'Strike Eagle', an elementary school, and an overwhelming barrage of high-explosive rocket missiles.

There's a full-page spread on 42 to inspire anyone to learn commercial airline piloting, of the kind that would actually get us to our destinations more quickly!

More generally, all of us should think carefully of our obsessive fussing over teensy details that extend our build times through days, weeks, and even months. Pages 31 through 33 show Calvin's approach, which begins with the pleasure we all take opening the box and pulling out the sprues...but at that point, he gets decisively down to work, in complete confidence of his technical prowess and craftsmanship.



And how that confidence is justified, all through the build and beyond.

But back to the Red Planet. We taxpayers get discouraged hearing about proposed manned flights there...each new projection referring to the trip taking longer, costing more, and requiring ever more sophisticated technology, some of which hasn't even been invented yet, much less deployed. Calvin and Hobbes managed all this on their own, and NASA cannot claim they don't know of their methods and achievements. The account of the Expedition ran in hundreds of newspapers participating in the comic strip's syndication - and more than that, NASA technicians monitoring the Viking Landers - one of which was near where the Expedition set down - saw our heroes directly, firsthand.



The cover story of this book preserves the story for posterity, on pages 94 to 99. If necessary, after refreshing your memories of the strip printed at the time, you'll easily answer the following questions:

1 - How long did the Expedition take?

2 - What interplanetary vehicle was used? (Hint: not purpose-designed; worn from prior C&H missions, but still fully functional; readily at hand)

3 - What critical provisions and equipment were needed?

And the most important issue of all: 4 - How was existence of Martian life detected?

(RocketMan is Put On Notice that if he can't answer these questions off the top of his head, our admiration of his knowledge of space exploration will be severely undermined!)



photos by NASA

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1 - The series refers to neither clock nor calendar, but we can surmise. It's a workday, which we know because Calvin reports on the Expedition as soon as Dad gets home. Remember when 'workday' was the same as 'school day', and while we grown-ups went to work, all the kids were in school? This Expedition took place during those times, so it would've been a school day, and there's no way Mom or Miss Wormwood would've given Calvin a day off from school to go to Mars.

That sets our time constraints. Calvin would've taken off right after school, and after a round trip - with adequate exploration time even to find life - were home in time to give Dad the report, concluding with the only technical/logistical error made by the mission crew: "And can you believe it, Dad? We go clear to Mars, and dumb ol' Hobbes forgets the camera!" - Which is why our visual knowledge of the Expedition is based on artist's impressions from Bill Watterson. So: an afternoon...What's with these NASA projections of years and years?

2 - An ordinary child's wagon, large enough to seat a boy and his tiger. While clearly battered and worn from much use, was nevertheless able to achieve Escape Velocity and carry our Heroes safely to Mars - and back again...a 'reusable vehicle' long before that term became popular in connection with space exploration.

3 - The necessary equipment and provisions were summarized in a single speech balloon: "Comic books...comic books...tuna...some candy bars...more tuna... toothbrushes...a can opener... Looks like we're all set."

4 - As far as life on Mars goes, the book's cover carries the critical scene. Calvin and Hobbes did not need to go out of their way to look for life...it was just there, and found them.

Doesn't all this make you question that stuff from NASA about how difficult a manned expedition to Mars would be? Come on, all you guys and gals at the Jet Propulsion Laboratory: let's step up the program!





# Eduard 1/72nd Scale Servus Chlapci Z-37A Cmelák Dual Combo

### by Chris Banyai-Riepl

Agricultural aircraft have been around for almost as long as aviation itself, but it wasn't until after the Second World War that dedicated agricultural aircraft were designed from the ground up. Eduard has produced a kit of the Zlin Z-37A, an agricultural aircraft that was first built in the early 1960s. Powered by a radial engine and given the name Cmelák (Bumblebee), the Z-37A in its most common overall yellow scheme became a common sight over the fields of Czechoslova-kia and other Eastern European nations.

Eduard has definitely been kicking out some great kits as of late, and this is no exception. As this is a Dual Combo release, of course you get two kits in the box, but there is also photoetch, masks, and a resin figure. To make it even more fun, the decal options number an even dozen, so there is no shortage of interesting markings. The challenge, though, is that you'll have to choose just two. With that many options, there are lots of building challenges as there are variations in the construction that you'll have to pay attention to almost from the beginning.

Starting with the interior, you get the option of building just the plastic parts, or using the prepainted photoetch parts. Given the quality of those PE parts, I would recommend using as many of those as possible. Of course, that means you will have to choose what scheme you want to do right away, as there are three different interior options in the photoetch. The usual details are provided, such as seat belts and instrument panels, but you also get some sidewall details as well. The plastic interior bits include a seat, a cockpit tub, a rear bulkhead, a control stick, and an instrument panel, and once together with the PE it will make for a pretty good looking cockpit.

cockpit. Following that, the rest of the construction follows traditional steps. The fuselage halves are split into right and left halves, with a separate cowling for the engine. This cowling is built up from five main parts, including the engine face, and several detail pieces. These other details include the front vanes and the exhaust pipes. Other fuselage bits include a tail cone, the cabin roof, and the clear parts.

For the flying surfaces, these are done quite nicely and capture the ribbed look accurately. The lower wing is one piece, with separate upper halves, and the flaps and leading edge slats are also separate pieces. For the tailplane, both the stabilizer and vertical fin have separate control surfaces, so you'll be able to reposition those easily. Finally the landing gear is simple, yet nicely detailed and includes replacement oleo scissors on the photoetch fret.

For the underside, there are a couple options provided. First up, and found on just about all the variants, is the center fuselage spreader mechanism. This is an interesting round contraption with a small photoetch shield piece. For five of the options, there are a pair of underwing tanks as well. These are split into upper and lower halves, with additional plumbing pieces provided. The last bits to add are some exterior photoetch details and the propeller.

For painting options, as noted most of these choices have the plane in overall yellow, with one option having a red fuselage and wings and two options finished in orange and white schemes. For the yellow schemes, most of these have only small detail variations, such as small emblems, accent colors, and such. Some, though, feature tiger markings of some sort or another. This includes a tiger-striped rudder on one option, a cowling on another, and a third with a large mural of a tiger painted on the side. For the orange and white options, one is painted up as Dusty from the Disney movie *Planes*, while the other is a simpler scheme of an orange plane with a white upper fuselage and tailplanes. Regardless of which option you choose for the two kits in this box, the decals look to be very nicely printed and should present no problem in application.

If you're looking for something a little different on your shelf, this is a great kit to scratch that itch with. It's a neat looking little plane, from a side of aviation not often seen in the scale world, and the tooling by Eduard will make it a joy to put together. As soon as I can figure out which of the twelve options to build up, I know I'm going to have fun doing these. My thanks to Eduard for the review kit.

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



# ZOOM Model Meetings 2021

#### by John DeRosia

If you have not 'zoomed' in as an IPMS Seattle member or guest or even a TNI person in the on-line ZOOM meetings, you are missing out!

What the heck is a ZOOM meeting, John? It's nothing more than a meeting typically on your computer screen. Not at a meeting hall like we used to do before Covid came around. It's kind of like *Star Trek*. We can be galaxies away, and the computer magic particles bring us all together digitally. It shows images of each person and what they are working on at the moment for their model build.

Don't worry, I also was not up to understanding the high-tech meeting for a while. I also didn't have a computer camera. Nope – my Abacus 101 computer did not come with one. But here is the good news. Eric Christenson, our IPMS Seattle President, or John Kaylor our Web Site Guru sends out a ZOOM Meeting notice for the regular monthly Saturday meetings. Everything, and I mean EVERYTHING to log into the ZOOM meeting is right in the e-mail.

Because I did not join for months having no camera, e-mailing Eric one day, he said I didn't need a camera to join just by phone. What? Yup – there it was in the instructions all along. (I can't recall if men are required to read everything...?). The phone numbers are there for different regions.

However- not seeing everyone but being able to talk and discuss stuff wasn't good enough for me. With 100% encouragement, I went out and bought a CHEAP camera off the shelf at my local department store. Cost all of about \$20.00 give or take \$0.03 cents. Took me a few tries to learn how to use the camera on my computer.



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With great anticipation, the next time I got a ZOOM e-mail, I clicked on the ZOOM link in the message from Eric. Magical electrons swirled about for a few seconds and POW-ZINK-KAPLOOF-BOING....I was in! But wait, I could hear all of the members, but I could not be heard. They suggested, I get out of the ZOOM meeting and try again from the e-mail. I did, clicked on the ZOOM link in the e-mail, and I was 100% in.

Everyone was in a state of shock for a few seconds. Is this the one and only 'Mr. Orange' joining us for real? Yes – I am back in person...er...ah...electronically.

The rest is history as they say. I now join the ZOOM meetings like I had been doing it for months...which I had.

Figure 1 shows one of the ZOOM sessions I had joined and what they look like if you have not joined yet.

Things I have noticed in the ZOOM meetings:

- 1. Everyone is positive all the time.
- 2. It is fun to show a model(s) we are working on.
- 3. Lots of topics are covered, from A-Z, but never anything demeaning.
- 4. We learn of so many tips and tricks for models.
- 5. All are respected for their model(s) and subject.

6. For Saturday once a month meeting, Eric (see e-mail instructions) collects pics of our model(s) we send him. Then after the meeting starts, it is 'show and tell' just like we used to do in person.

- 7. We have members like Mark Andrews (Montana) and Jon Fincher (Illinois?) join us. It does not matter where you live.
- 8. You can stay on for one minute, or hours if you like. No time requirements.
- 9. Once you are on, you can get up/leave for dinner, drinks, snacks, walk the dog, etc...
- 10. Be prepared for a great 'model person' bonding. Things we miss being in a Covid environment for now.
- 11. You may remain silent the whole time if you wish.
- 12. You can pet your cat or dog on screen if you like. Woof woof!!
- 13. ... and many more fun things just being in a ZOOM meeting.

Well - what are you waiting for? Join the model folks next time you get a ZOOM e-mail.

Whether by phone or camera/sound...we'd love to have you there.

Oh...better keep your background clean! We can see what's on your model shelves...ONLY KIDDING!...or?

### Photo of the Month

IWM caption: "Blackburn Blackburd singleseat torpedo bomber biplane. Serial number N114. Second machine with floats near the tip wings." Source: IWM Q 68126

The Blackburd (with a "u") was a prototype single-engine torpedo bomber developed by Blackburn Aircraft in 1918. It was unsuccessful and was not put into production. It was an ungainly aircraft with an ungainly name. Someone thought of the bright idea to emphasize that by painting the name on the fuselage. In quotes...



### Brengun 1/48th Scale DG-1000S Glider AKVY

### by David Wrinkle - IPMS# 45869

As a glider pilot, I couldn't pass up a review of this kit from Brengun. The DG-1000S is a two-seater built by DG Flugzeugbau and can be configured for either an 18-meter or 20-meter wingspan. (The Brengun kit represents the 18m wing setup.) DG no longer produces the 1000 but now builds an improved version, the DG1001. For those of you who are adventurous with making painting masks or homemade decals, the USAF Academy uses the DG-1000 (TG-16A) to train its cadets to fly. So I guess technically speaking this aircraft is in the USAF inventory.

Well, no surprise, the kit arrives in a typical European endopening box. It consists of 33 parts molded in white plastic, three clear parts, plans, and a decal sheet. You will use all but a couple of parts in construction of the kit. My first reaction was that the DG-1000 looks like a typical "short-run" kit but by the end of the build I can safely say, don't judge a book by its cover. Items of



note, the wings are molded complete as is the horizontal stabilizer. I probably should also point out that the sprue gates attach to the wings and stab a bit awkwardly. Be careful removing these parts from the sprues as well as some delicate sanding is required to clean up those attachment points. Otherwise, nothing was surprising about what I found in the box.

Being an aircraft kit, we start with the cockpit. (note: Believe it or not, the FAA would really prefer the term flight deck.) I had only a couple small issues with the kit and both presented themselves in this area of the kit. The cockpit actually goes together pretty easily - however I found that the front seat instrument pedestal just didn't seem to be fully formed. I found it a bit fiddly to get it together and then ended up using filler and scrap polystyrene to build it back up to its full size. Otherwise, the cockpit assembly, wheel well, and rear bulkheads just needed a bit of sanding, and some putty to fit and look right. Make sure you double and triple check the wheel well fit so that when the fuselage halves are brought together it is sitting in the correct position. I should also note that the fuselage halves don't have alignment pins. I didn't mind their absence, but unfortunately the fuselage shifted a bit before it set and I was left with a bit more sanding than there should have been. (My bad, no fault on the kit.)

If you plan to build this with the gear down, the gear mechanism is made up of several small parts. Nothing too difficult, just be careful and avoid flinging them at the carpet monster. The gear can be fully assembled and painted with wheel attached, then added to the fuselage at the end of the build, and that is exactly what I did. The second fit issue was with the canopy. Both front and rear glass were oversized and required some sanding and fiddling to fit properly. The canopy parts are very thick but surprisingly very clear, the robustness of the canopy parts made sanding and fitting them a bit easier than what could have been a royal pain with delicate parts.

The horizontal stabilizer was attached using a small brass pin to help provide a bit of strength. The kit relies on a simple butt joint between the stabilizer and top of the rudder. My guess that with a little rough handling the stabilizer would be the first to break off. The clear cover was added to the rear ballast box on the vertical fin before moving on to attaching the wings.

The wings are molded in one piece. They only required a bit of sanding of the mold seam and a bit of touch up of some surface blemishes. The wing tip wheels are attached and now is the time for the daunting task of attaching the wings to the fuselage. The wings use a pseudo butt joint and again, I felt a small brass pin or two was the way to go. The pocketed butt joint actually gets the wing dihedral alignment pretty close. In the end it turned out well - up until I dropped the model and had to reattach the wing.

For painting, with the landing gear off the model, the only masking required was on the canopy and ballast box cover. With the painting and clear coat compete, attention was focused on the decals. I am happy to say that they were thin and behaved very well. Black panel liner was added to the airbrakes, ailerons, elevator and canopy prior to a final clearcoat. A little PVA glue was used to attach the gear and gear doors and this one is in the books as complete.

This build was my first full kit from Brengun and I was pleased with both the kit and the results. Brengun also sells some extra details for the DG-1000 kit. The first item is the BRL48146 Canopy mask (\$5.75) and BRL48145 Photoetched set (\$12.15).

#### http://www.brengun.cz/e-shop/1-48-accessories-22/dg-1000s-glider-canopy-mask-(brengun-kit)-1786 http://www.brengun.cz/e-shop/1-48-accessories-22/dg-1000s-glider-(brengun-kit)-1785

If I chance upon another copy of the kit in the future, I would definitely invest in the photoetch set as it provides many missing details from the cockpit.

Final judgement, this is a great little kit. Highly recommended for someone who has least built a couple of kits prior to tackling this one. I would really like to thank Brengun for providing this great kit to the IPMS USA review corps, and to the IPMS for allowing me to review it.









## MMP Books Single No.21 Mitsubishi A6M5 Model 52 Zero, by Dariusz Karnas and Zygmut Szeremeta

#### reviewed by Jacob Russell

This new monograph in MMP Books' Single series is devoted to the Mitsubishi A6M5 Model 52 Zero, one of the most iconic Axis aircraft of the Second World War.

This is a useful and concise book. It includes 1/72nd and 1/48th scale plans and some photographs taken during the War. There are a few Technical Manual drawings showing the wing and flap construction, the exhaust pipe layout, etc. You also get five color photographs and a full color illustration of the instrument panel and color profiles of one aircraft, a Nakajima-built Model 52 of the 261st Kokutai, which was captured at Saipan in 1944.

This is my second review of one of MMP Books' Single books and I quite like it. I wish the book provided an overview and history of the plane. This information would be handy to have. It's a useful guide to increasing the accuracy of your A6M5 Model 52 and there are very good kits of it in 1/72nd, 1/48th and 1/32nd scale. I recommend this book and I would like to thank MMP Books for the review sample.



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# Keil Kraft 1/72nd Scale Aveling and Porter Steam Roller

### by Mike Terre, IPMS New Jersey

I always have my modeling bench cleared by the end of the year and a new project ready on New Years' Day. I bet you didn't know that it's bad luck to have an unfinished model on your bench for the New Year! It's an old modeling superstition that I made up a few years ago. I completed my last build around the middle of December; it was a crop-dusting Lysander. It was soon thereafter that I got an e-mail from Dave DeNardo asking me if I would be interested in building a Keil Kraft 1/72nd scale Aveling and Porter steam roller. A picture was attached and the hook was set, I just had to build that model! Dave graciously mailed me the kit at great expense using Express Mail and I had it in my hands by the last week in December. All the more amazing considering how poor the US Mail has performed lately.

I was curious about Keil Kraft as the name sounded familiar but I couldn't place it. A Google search found that Keil Kraft was a British postwar producer of balsa wood flying models whose founder had worked on the de Havilland Mosquito production line. In the early 1980s the company tried to expand into plastic models but this effort failed and they soon wentout of business. There's an interesting company history on the internet, just Google Keil Kraft Models and you'll find it.

The kit was molded in very soft gray plastic with a lot of flash on the parts. The spokes on the wheels were all "flashed over" and would have to be cleaned up. The instructions were not that great either but with only 25 parts it wouldn't be a problem. The best way to describe this model was that it was a very early cottage kit.

With the flash removed from many of the parts, assembly started and it was a battle. I think a committee must have made this model as there were major gaps in some of the joins and the instructions illustrated parts that simply weren't there. It was very fortuitous that there was a picture of the completed model on the box cover.

I really liked the steam roller's paint scheme, nothing like red, green, and gold trim for machinery. I used Krylon Hunter Green and Tamiya XF-7 Red for the major colors, with Tamiya AS-12 Bare Metal Silver for the rollers, Krylon Black Primer for the forward boiler and smoke stack area as well as the roof, with Tamiya X-12 Gold Leaf for the gold accents. Due to the unknown nature of the plastic I decided to prime all parts using Rustoleum Light Gray Primer.

Assembly of the major components took a few days with much sanding and filling needed. I didn't try to super detail the model, just did an out-of-the-box build. Since I was "rattle canning" most of the painting took only a few hours. I hand painted the red portions of the roller spokes as well as the gold highlights. Hard to believe but there was a decal sheet which contained gold manufacturer's markings that went on the left front portion of the boiler and the nose of the front roller support. They were a little thick but some Micro Set and Micro Sol took care of them. I did not weather the model as I just liked the nice clean appearance it had when completed.

Even with the poor fit I used all kit parts with the exception of the roof supports which I made from Evergreen rod stock. This was a very unexpected but fun five-day build. I want to thank Dave DeNardo for the model and the enjoyment it gave me in building it.





### A Lot Has Changed

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Monday: IPMS Seattle Chapter, weekly, 2-5pm: (If you are not getting weekly invites, send an email to ModelerEric@Comcast.Net to be put on the e-mail list)

Tuesday: IPMS Salem Chapter, weekly, 6-9pm: Meeting ID: 825 9399 7243, Passcode: SALEM https://us02web.zoom.us/j/82593997243?pwd=Rnd6RVZVQ0pUUnRnc0lsVTJBSjRQQT09

Wednesday: IPMS Seattle Chapter, weekly, 2-5pm: Meeting ID: 811 0424 2997, Passcode: 828338 https://us02web.zoom.us/j/81104242997?pwd=RjhiRDdmb1RBK3lpTm1hdWI5cHRidz09

**Thursday:** IPMS Seattle Chapter, weekly, 2-9pm: (If you are not getting weekly invites, send an email to ModelerEric@Comcast.Net to be put on the email list)

Thursday: NorthWest Scale Modelers Club, monthly, (first Thursdays), 7-9pm: Meeting ID: 889 0086 6701, Passcode: 071162 https://us02web.zoom.us/j/88900866701?pwd=Q29haGk4UGhCK05zeE9LWWpMTGduUT09

Thursday: Galaxy Exiles Sci-Fi Club, monthly, (third Thursdays), 7-9pm: Meeting ID: 811 6473 8845, Passcode: 158913 https://us02web.zoom.us/j/81164738845?pwd=RStvLzRnS0IBejNoYXRwbzhuU2ZQZz09

Friday: What What?? A gap! Sacre bleu!

Saturday: IPMS Seattle Chapter, monthly, (second Saturdays), 10:30-1:30pm (If you are not getting monthly invites, send an e-mail to ModelerEric@Comcast.Net to be put on the email list)

Hope to see you soon! And Model On...

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# **Meeting/Show Information**

The IPMS Seattle meetings have been cancelled until further notice. It is impossible to know at this time for certain when our meetings will resume. 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 (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/micro-phone-equipped laptop or PC. Look for the e-mail on Friday.