



Seattle Chapter News

Seattle Chapter IPMS/USA April 2022



This and That

Greetings All!

Knock on wood, our second-in-a-row, in-person meeting is about to happen this Saturday - masks are optional and attendance is strongly suggested! We had just over 80 members attend last month, and I am looking to bump that up to an even hundred, and hopefully this will include Pei and Julie's (and Amelia's!) Pop-Up Hobby Shop to help separate me from my money again. I am also hoping that someone (besides me!) will step up and do a little modeling demo at the end of the meeting – let me know at (**ModelerEric@Comcast.Net**) if you would like to give it a go and I'll handle the marketing.

The 'two meetings in one week' (NWSM/Thursday and IPMS/Saturday) kind of threw me for a loop this month; catching me off-guard for something to write about. So – let me just cover a few small modeling topics that I came across these past few weeks.

First, I found an easy way to set up my browser (Microsoft Edge) so that when I bring up my computers in the morning, all of my go-to modeling websites load automatically, and in the spot where I left them last, no less. If you are like me and use your computer a lot for modeling, this trick can really make things simpler – and you can easily change the list at any time.

For example: I am currently using the following websites for my projects:

Sugi-San's home page (various armor build videos) – Currently on the AFV Club's Churchill AVRE
Andy's Hobby Headquarters (various build videos) – Currently on the RFM Panther G 'See-through' kit, Part 1
Andy's Hobby Headquarters (various build videos) – Currently on the RFM Panther G 'See-through' kit, Part 2
PocketMags home page (my online magazine repository) - Currently on the Dec. 2021 MMI issue featuring the HobbyBoss LandWasserSchlepper
Night Shift home page (various armor modeling videos) – Currently on a Takom T-30 build
IPMS USA Reviews (various modeling reviews) – Currently filtered to my own reviews (to help me remember a technique I used before!)

Missing Lynx home page (various modeling topics) – Currently set on a Kübelwagon build
Armorama home page (various modeling topics) – Currently set on an article entitled 'The Army of Z' (Ukraine War)
Model Paint Solutions (various modeling topics) – Currently set on 'Paint Booth' page
YouTube, Google Home page and Google News round out the final three pages that open automatically.

Here are the steps (for Microsoft Edge, although I am sure all browsers have similar functionality tucked away somewhere):

1. Bring up all of the pages in your browser that you want to autoloading every time you bring up your browser, and organize them in the order you want, left to right.
2. Find and click on the Settings icon – in MS Edge it is the three dots ("...") at the far upper-right of the screen.
3. Find and click on 'Settings'
4. Find and click on 'Start, Home and New Tabs'
5. Find and click on 'Open These Pages'
6. Find the option that says "Clear the list and set it to all currently open tabs" and click the 'Use All Open Tabs'.

Try it – I think you'll like it! What a huge time saver.

The second new modeling tip I'd like to share is the use of black CA glue, and a debonder. For some of you this might be old hat, but I am betting that (black CA glue) is new to others, like myself. I saw it being used on a Night Shift video and bought some down at Skyway Models.

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SEATTLE CHAPTER CONTACTS

President:

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

Vice President:

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

Treasurer:

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

Show Chair:

Rick Taylor

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 2022 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center 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.

April 9
May 14

April 23 Spring Show Cancelled
June 11

IPMS/USA MEMBERSHIP FORM	
IPMS No.:	Name: First Middle Last
Address: If Recreating	
City:	State: Zip:
Phone:	E-mail:
Signature (Required by HQ):	
Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86	
<input type="checkbox"/> Junior Under 18 Years \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards?	
<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (Surfed) - Checks must be drawn on a US bank or international money order	
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order	
Chapter Affiliation, (if any):	
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:	
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Newsletter Editor:

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

ICM 1/35th Scale Type G4 Partisanenwagen

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing some of 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.)

Ukraine-based ICM has enhanced their venerable six-wheeled G4 Staff Car with a couple of post-mounted Type 34 machine guns; a configuration that served to transport high command staff of the Wehrmacht, as well as guards and escorts. Vehicles in this variant were called Partisanenwagen. While the vehicle itself sports the older sprues from previous versions, the machine guns and mounts are new.

Officially introduced at the end of 1934, the three-axle Type G4 passenger car was designed by Daimler-Benz and produced until 1939. This heavy six-seater, off-road vehicle had an eight-cylinder engine with an output of 100 (later 110) hp and was designed for high-ranking officials of the Third Reich, as well as for the Wehrmacht where it was used as a staff car under the designation Kfz.21. The G4 was produced as a four-door sedan with a folding roof. The vehicle was too complex and expensive for mass production, so it was made in a relatively small quantity. Of the 57 cars produced, only three still exist in original form.

Looking into the genealogy of the kit, ICM first introduced the G4 in 2011, adding decals and new parts through several versions. I make this distinction because most of the build reflects its 2013 heritage (the last time new parts were added). The fit is spotty in places, and the design is not the same as many of their more recent offerings. The two (new) sprues are limited to the machine guns and mounts, and are free of defects.

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.

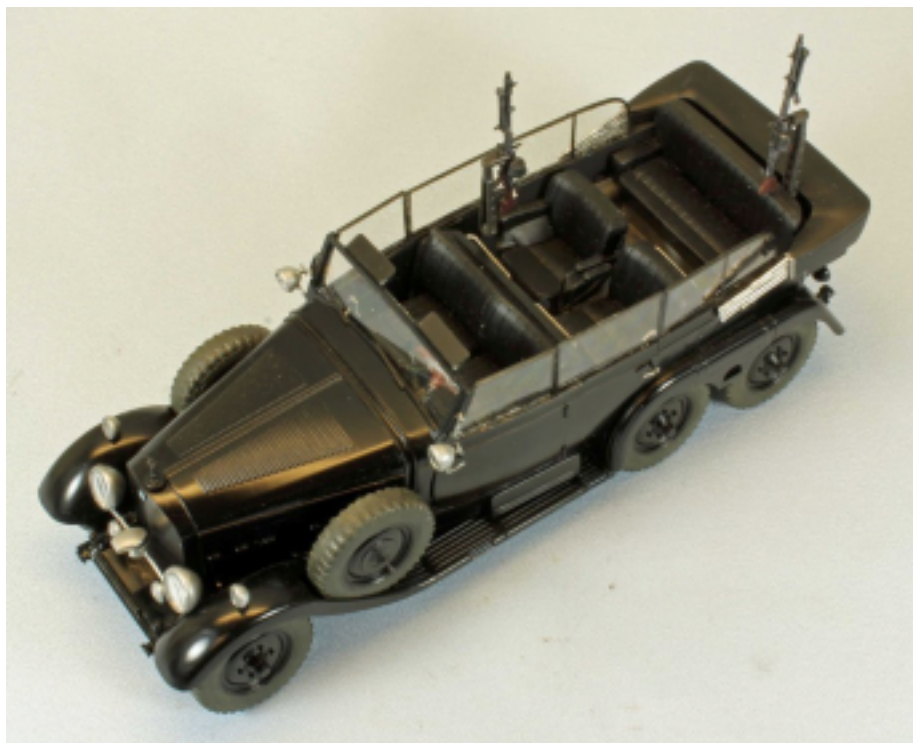
The plastic is soft but not too soft, and the molding is excellent with no noticeable flash or sink marks. The six tires and two spares are molded with their wheels as one piece, in plastic. The detail overall is crisp, and while many of the parts are very delicate, ICM pulls off the design without resorting to using photo-etch, which is a big plus (for me at least).

The contents of the box include:

- 7 sprues of parts molded in light-grey plastic, including two sprues for the Type 34Mgs, all packed in a single clear plastic bag.
- 1 sprue of clear parts, including headlights, windows, and hand-operated searchlight, packed in a single clear plastic bag.
- 1 small-sized decal sheet of instrument dials
- 1 28-page, full-size color instruction booklet, including a parts map and (one) three-view color painting and decal guide. All text and label information are translated into English.

There are no markings included for this vehicle.

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,



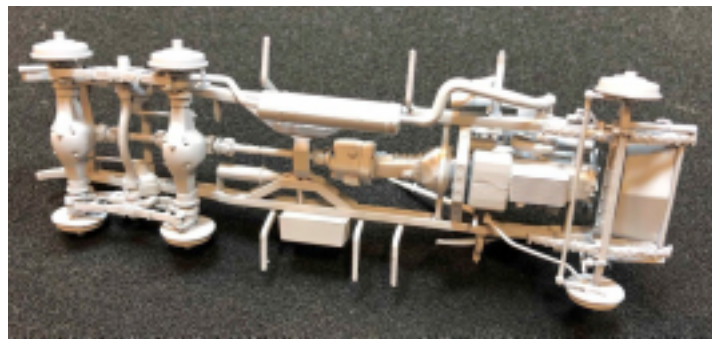
contact information, and an excellent parts map with unused parts clearly identified. What follows is a two-color set of instructions broken into 138 well-illustrated, small steps. Images are rendered from several angles so you are never forced to guess about how things go on 'the other side'. The last page shows a full-color three-view of a single German Grey camouflage scheme.

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

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. Many parts are very small and delicate and care in handling must be taken once they are attached. The wheels and windows can be painted separately and added to the vehicle at the very end of the build. If you want to paint this vehicle in two or three tone (as in museum replicas), you will need to study the construction sequence very carefully and make changes where appropriate. It will be too late, for example, to paint the front fenders a different color from the chassis if you attach them in Step 54, as instructed – they can actually stay off the chassis until Step 119! Otherwise, take the time to check the fit on everything – there are many challenges in this kit; but things will come together fine if you go slowly.

Assembly starts with the lower chassis, which is quite detailed and built in layers. Unable to take advantage of the slide-molding technology found in their more recent kits, the G4 relies on a chassis based on two long, full-length parallel beams, connected by a half-dozen cross members and other assemblies, such as the engine. Any mistake made here will show itself later on if things don't align perfectly, so go slow and be methodical. Many parts are sided, and can attach more than one way; but they can only go on one way without causing problems later on. I suggest that you pause to let everything dry fast in each step before continuing on. Step 19 (out of 131) includes parts will reflect the final external color of the vehicle – this is the first point where the final painting scheme must be taken into consideration during construction.



The first real challenge comes with the assembly of the double axle in the rear, which consists of 45 small parts that don't want to stay put once assembled. Note: Steps 28-33 look simple in the instructions but 'there be tigers here' – the similarity in parts and image orientation may cause confusion. The wrong parts in the wrong place fit fine until added to the larger assembly later.

The exhaust system is next, and I suggest that you attach the muffler to the chassis as a first step. Once that is dry, attach the rest of the piping and hoses to the muffler and chassis, now that you know the orientation and how things will fit. The images in the instructions are well done; they just fall short of showing the actual angles that everything needs to be at.

Attaching the Wheels: ICM designed the kit so that the eight, multi-part wheels can be painted, weathered, and attached at the end of the build, which is what I did. The actual attachment points between the brake drums and the wheels, as well as the attachment points of the four rear brake drums to the chassis, are small and tenuous at best. It's almost as if they were designed to break off. The (male) posts on all six drums stand just proud of sealing into their (female) destinations, and the four rear drums themselves stand just proud of sealing on the axles – so the actual connecting material for all of these points is made up of just the tiny posts themselves.

I decided that a few adjustments were needed to give the wheels the firm connection they required without affecting their overall placement on the vehicle. For the four rear drums, I drilled out the small indentations on the 'backs' of Part C9 to a depth needed to have the entire chassis 'nubs' seal to the brake drums.

Solving the other issue of having the wheels themselves attach to more than just a tiny post, I filled the cavity behind the wheels with two-part epoxy before pushing each wheel onto the receiving brake drum. The posts were now reinforced with the epoxy, and the slow-drying time allowed me to make sure that all wheels touched the ground and were lined up. I did this by using an old aircraft trick – I laid the completed car on its top (upside down) and placed a flat piece of stiff cardboard on it to ensure that every wheel touched the cardboard and lined up.

I substituted the dashboard decals provided by ICM with an excellent 3-D decal set produced by Quinta Studio [Mercedes-Benz G4 W31 interior 3D decals, Quinta Studio QD35021 (2021)], custom-made for the ICM G4 Mercedes.

Seats and Couches: ICM engineered the kit so that the two forward seats, the two central seats, and the rear bench can be completely assembled and finished separately, and then dropped in at any time during assembly – very nice, since these little gems will be what attracts the eye on the finished product. I treated the upholstery with a black oil-based finish and chrome detail – which would have been difficult in-situ. The same thing goes for all the lights and door machinery – I suggest you leave it all off and add it at the end where it has less chance of being snapped off during the assembly of everything else.

I assembled the full hood and then attached it as one unit in Steps 112/113. Unfortunately, there are two sprue attachment points on Part B5 in Step 113 that are right-up-top-visible, and nearly impossible to clean up.

Finally, I would say that the last group of Steps (114-131) take as long as the first 113 Steps – simply because the parts must be painted and attached until completely dry before moving on – a very time-consuming process. Each part you add is one more part to break off. If patience holds out, however, your results will be worth the wait – and effort. I left off all windows until the very end of the build – literally the last thing I did.

The Mg34 Machine Guns: The two Mg34 machine guns are new to this kit, look great, and clean up well. One of them is attached to a short stand and one to a longer stand. The short stand (rear gun) is supposed to mount into the top of the rear bench seat, instead of into the floor of the chassis, where there is a suitable gap behind the bench. I decided to elongate the stand with a 1.5-inch piece of plastic tubing fit into the floor, which I think looks better – even though it may not be accurate.

Painting and Finish: I had great plans for painting the G4; I had picked out a two-tone Butternut Yellow and Gloss Black scheme, which I really liked the look of. But while waiting for this paint to arrive, I accidentally attached too many parts to allow for proper masking and painting. Going backwards, at this stage, was not an option so I just went with what I had – a solid gloss black scheme. Here is a breakdown of the colors used:

Primer: Alclad Black Primer and Microfiller

Interior: AKI real Colors RC201 Standard Pale Grey

Upholstery: (Tube) Lamp Black, brushed on, left for two days, and rubbed off with soft cloth.

Tires: Mission Models MMP-040 Tire Black 1

Detail: Mr. Hobby SM206 Super Metallic 2 Super Chrome Silver 2 (over Tamiya X1)

Guns: Tamiya XF-84 Dark Iron, highlighted with Uschi Chrome Pigment

Overall: Tamiya X-1 Gloss Black

This is my fourth ICM kit in a row, all of them IPMS reviews. The other builds were of some of their most recent offerings and were a joy to build. Upon opening the box for this kit, I discovered that the majority of the sprues reflected the G4 Mercedes of 'ICM-yester-year'. While eminently buildable (certainly for a car modeler), the kit was not up to par with their more recent efforts. I've always loved the big G4 touring car from newsreels of the war, and I thought an experienced armor builder could push this out in a matter of weeks. I was wrong. This was a real challenge for me to build, and to paint. The instructions were a bright spot, taking on the look and content of their most recent kits, and the plastic was well molded and free of defects. The use of fine plastic parts instead of photo-etch, and the choice of plastic tires instead of some kind of rubber/poly tires were both great decisions by ICM (in my opinion). But the dated design and engineering of the various assemblies from the old 2013 kit ended up requiring a better modeler than I to produce a really great representation of the mighty G4.

This kit was a challenge to finish due to the many small parts and complicated assemblies, and, in my opinion, requires a car-modeler's eye to paint and finish properly. For these reasons I would recommend this kit only for experienced modelers. Having experience building and finishing car models would certainly be a plus.

A Heart-felt note to those at ICM, and their families: I have truly enjoyed building the last four ICM kits, and interacting with people at the shop (sup' Valerii!). ICM is based in Kyiv (Kiev) Ukraine, and it breaks my heart to see what is happening in your great country right now. My prayers go out to everyone in your community, and I sincerely hope that you've found a place that is safe, and that this terrible war ends soon.

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



Eduard 1/72nd Scale Hawker Hurricane Mk I Profipack

by Chris Banyai-Riepl

The Hawker Hurricane was the backbone of the RAF during the Battle of Britain, flying alongside the Supermarine Spitfire. As such, it is one of the more popular subjects of aviation books and websites out there, and it has seen a similar popularity in model kit form. Just about everyone has a Hurricane in their lineup, it seems, and now Eduard joins those ranks.

Eduard has come out with some great combo setups in their catalog, where they take another company's plastic and marry it up with their own aftermarket details and decals. Such is the case with this release, which pairs up the superb Arma 1/72nd Hawker Hurricane Mk I with Eduard's nice photoetch and masks. The decal sheet provides options for six different aircraft, and everything combined makes for a great Hurricane boxing to pick up.



Starting with the plastic bits, the Arma Hurricane kit has been out a while now. You get a single sprue of gray parts and a single sprue of clear. The detailing across the board is excellent, with petite recessed surface scribing and excellent raised cockpit details. With just the plastic parts, this will build up into a very nicely detailed kit. There will be a bit of careful cleanup on the mold lines, but other than that, this kit will build up with minimal fuss.

The kit doesn't just have plastic bits, though, and the inclusion of Eduard's photoetch adds just that much more to this model. In typical Eduard fashion, much of these photoetch details are pre-painted, with a second fret of unpainted brass parts for non-cockpit details. These are all small additions for the most part, but they will take the build up to the next level.

While the plastic (and the photoetch) have been available in other packaging for a while, the decal options are what really draw us in to what's in the box, and this kit is no exception. There are six schemes, all which have something interesting about them. The first five options are all finished in Dark Earth and Dark Green over Sky, while the last one has a unique camouflage.

A: P3878 flown by F/O Harold A. C. Bird-Wilson from No 17 Squadron, RAF Debden in July 1940. This plane has an interesting treatment on the leading edge where the Sky underside wraps up in a wavy line towards the top.

B: P3143 from No 310 (Czechoslovak) Squadron, RAF Duxford in September 1940. This aircraft has a red vertical fin that makes up the leading edge of the fin flash, and features four kill markings under the canopy on the left side.

C: P3675 flown by F/Lt Michael L. Robinson from No 601 Squadron, RAF Tangmere in September 1940. This plane likewise has a red forward fin, but more strikingly it has a red lightning bolt running from the nose along the fuselage side, and the spinner is red, white, and blue.

D: V7419 flown by S/Ldr Marmaduke Thomas St John Pattle, CO of No 33 Squadron at Larissa, Greece in March-April 1941. Another example with a full red leading edge to the fin, this plane also features non-standard fuselage codes and a Vokes filter under the cowl.

E: V7743 from No 306 (Polish) Squadron, RAF Ternhill in March 1941. Probably the most simple scheme out of all six, this plane has the Polish national marking on the rear fuselage and a unit emblem on the nose, along with large gray aircraft codes on the rear fuselage.

F: V7101 flown by F/Lt George Burges from No 69 Squadron at Luqa, Malta in May-June 1941. This plane is the one that features a unique camouflage of overall dark blue with a desert-camouflaged fin and rudder.

Any one of these schemes will result in an interesting Hurricane, making the choice all the more difficult, but one could always just buy a few extra Arma Hurricanes to build the other options.

If you missed the Arma Hurricane the first time around, here's another chance to pick one up, and if you have an extra one or two, this release will provide even more interesting options. My thanks to Eduard for the review sample.

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

Vargas Scale Models 1/72nd Scale Christie Tank M1921

by Jim Bates

A Warning... While I am absolutely a proponent of the IPMS USA Nationals, there is a dark side that I need to warn you about. And as can be expected, this specter resides in the vendor's room. You prepare for the event by making a list of kits, decals, and accessories that you are in search of, but then you hear the chatter from buddies...go check out the Vargas Scale Models stand...check out their really cool 3D printed items...hey, they have 1/72nd stuff. So, you go over to said tables and next thing you know you are buying a 1/72nd scale model of a M1921 Christie Tank. Something you've never even heard of, let alone contemplated building.

To be honest, as I'm a fan of British armor I had heard of the Christie suspension. But I thought it was a British thing. Turns out that the Christie suspension was designed by an American engineer named J. Walter Christie. Christie's first tank, the M1919, was tested by the U.S. Army in 1921. Christie modified the M1919 by adding a coil suspension to the front wheels and removed the turret. This modified design was the M1921 and the subject of the review. The modified M1921 returned to the Aberdeen Proving Grounds in late March 1922. It appears that the tank was designed to drive with and without tracks. (So it was street legal?) The tank was found to be very slow and lacked maneuverability and crew space. The M1921 was relegated to a museum at the Aberdeen Proving Grounds in 1924 and, I assume, later scrapped.

What was unique about the M1921, was that it didn't feature a turret and the gun was located on the front of the hull. It looks totally steampunk and I was attracted at first sight. The fact it was in 1/72nd made it even more tasty. Vargas Scale models is a newish manufacturer out of California that focuses on World War One items in 1/72nd and 1/35th scales. All items are resin 3D printed.

The M1921 comes in a sturdy top opening box with a nice line drawing of the Christie. Within the box is some bubble wrap...I don't think it's for the kit...and a plastic bag with a hull, a runner with two combined tracks/suspension, and a runner with the main gun, three machine guns, and two small cupolas.

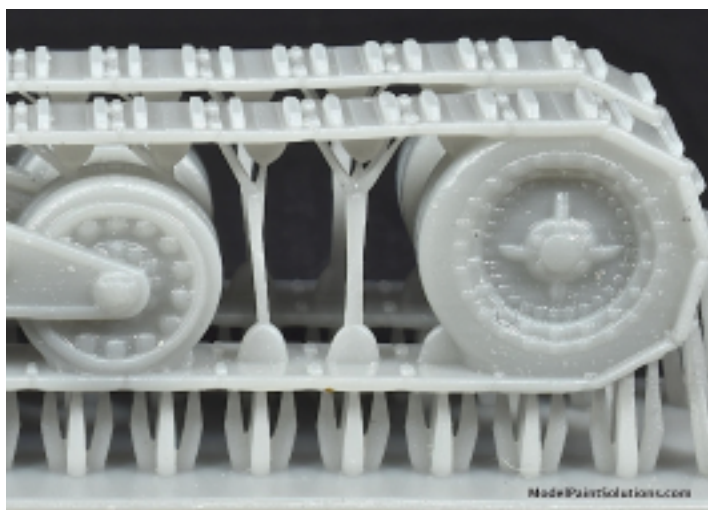
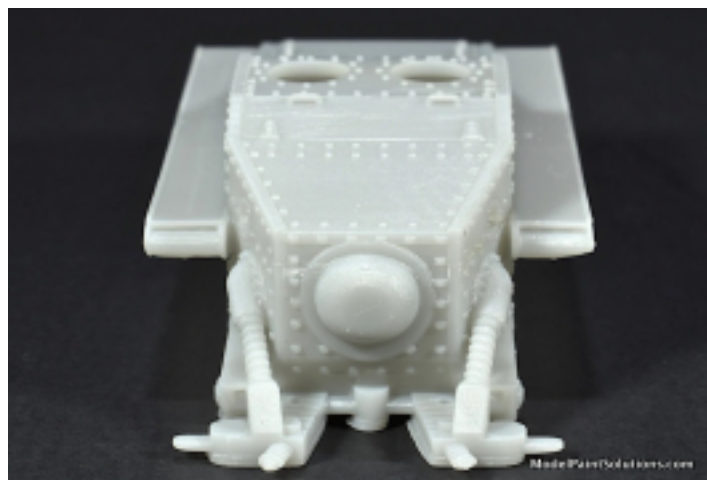
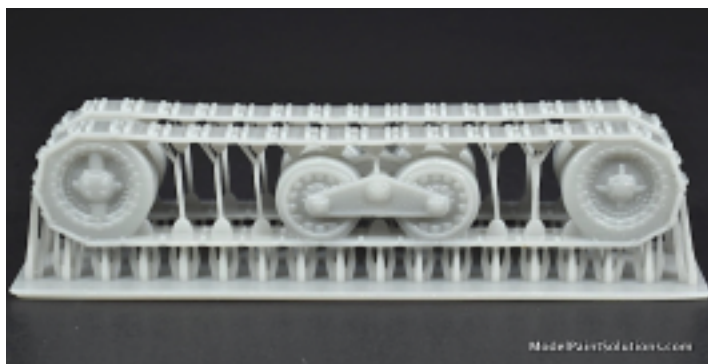
The hull and forward suspension is 3D printed and illustrates how far rapid prototyping has come over the last few years. This doesn't look like something from Shapeways, it is very nicely printed. My kit has only one issue with a small misprint on the left machine gun location port. (Nothing a small dab of Mr. Surfacer or acrylic putty won't fill.) There are some very fine print striation lines, but these should go away with a coat of primer and paint.

The tracks/suspension is in one piece per side and will need to be removed from the runner. As can be seen in the photos, the attachment points are quite small, but they also must be removed from inside the parts. (Nothing that a little work with snippers and sandpaper won't fix.) Track detail is simple but nicely done, and the wheels have some quite intricate detail included. The final runner has three machine guns (only two are used), two cupolas, and the main gun. Again, detail is nice and the barrel on the main gun is hollow. Support struts are quite fine and the runner includes two U shapes to protect the parts in shipping. Good thinking!

No decals are included and my sample included no instructions, but it appears that was an oversight. With nice printing and only eight parts this should be a quick build. But what color green do I paint it?

I guess the moral of the story is that the IPMS Nats vendor room will break your wallet, but occasionally you will return home with a little gem you didn't expect.





JD's Model Truck Tips No. 002

by John DeRosia

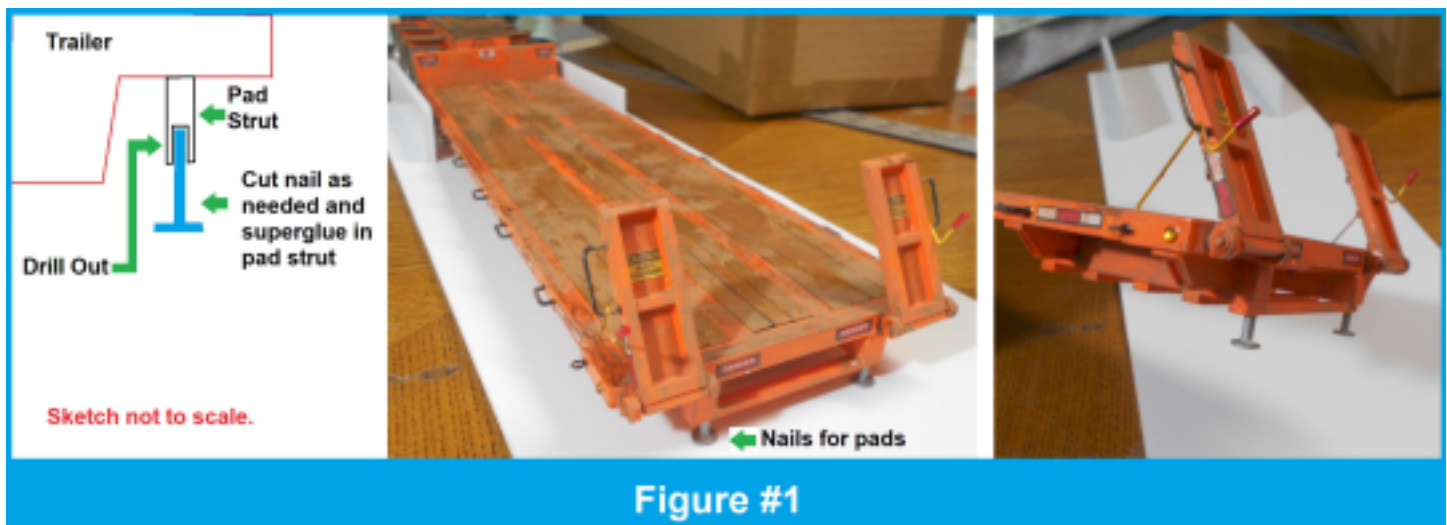
I just wanted to start a short fun 'how to tips' for those who like truck models. Of course all tips can also be used for other type models. Many of these tips were handed down to me from other modelers, articles etc... Here is a fast tip # 2.

If you need some cool pads, feet, or whatever they call those that a trailer rests on when not hitched to a truck – how about using nails? Many times, the kit parts just aren't the greatest. You can use shiny nails, galvanized nails – they all look good.

Drill a hole in the pad strut on your trailer, cut the nail to the height you want, add some super glue...DONE!!!

Whoa....NO! Don't use a nail gun for this!

See Figure #1 for how I use nails.



Eduard 1/48th Scale Camel & Co. Dual Combo

by Jacob Russell

The Sopwith Camel is one of the most iconic World War 1 planes, responsible for destroying 1,294 enemy aircraft between June 1917 and November 1918. The Camel was the most successful fighter employed by either side in terms of sheer victories; at least two RFC Camel pilots scored six kills in a single day. It was powered by the 130 hp Clerget 9B and 140 hp Clerget 9Bf 9 cylinder air-cooled rotary engines, among other powerplants, and was armed with a pair of 0.303-in. Vickers machine guns. It had a maximum speed of 116.5 mph at 6,500 feet, 111 mph at 10,000 feet and 103 mph at 15,000 feet.

The "Camel & Co." boxing is a two-kit reissue of Eduard's 1/48th scale Sopwith Camel F.1. You get two complete kits, two decal sheets, two photo-etched frets, and two sets of masks. Each kit consists of 152 parts on four sprues. This is an impressive kit. The cockpit is a very detailed assembly that will look great with careful painting, oil washes and some careful dry brushing. Photo-etch cockpit upgrades include an instrument panel, wicker seat back and seat harness, gun cocking arms, etc. The fuselage halves have nice internal and external detail. The kit includes four different rotary engines (Bentley, Clerget, Gnome, and Le Rhone) and three cowls. The engines will look great with an oil wash. The wings and control surfaces are well executed, as are the wing struts.

Eduard's decals are crisply printed with bright colors and good registration. There are two sheets containing decals for ten colorful aircraft:

J4613, Capt. James Bigglesworth, No. 266 Sqn RFC, March 1917. This fictional Camel from the imagination of author W.E. Johns had a Blue fuselage, wing struts and landing gear and Yellow lower fuselage and wings. The engine cowling was natural metal.

J1936, Capt. James Bigglesworth, No. 266 Sqn RAF, Summer 1918. Another of author W.E. Johns's fictional aircraft, this Camel had an Olive Drab fuselage and upper wings, natural Wood cockpit area and wing struts. The under surfaces were Doped Linen, the landing gear and forward cowl were Blue. The rear engine cowling was natural metal.



B3889, Capt. Clive F. Collett, B Flight, No. 70 Sqn RFC, Poperinge, France, August 1917. This Camel had a Mahogany fuselage and upper wings and Doped Linen under surfaces. The cowling and cockpit area were Neutral Gray and the wing struts were natural Wood.

B7190, Capt. Walter G. R. Hinchcliffe, C Flight, No. 10 (N) Sqn RNAS Téteghem, France, March 1918. This colorful Camel had an Olive Drab fuselage and upper wings and Doped Linen under surfaces. The cowling and cockpit area were white with Blue stripes. The wing struts were natural Wood. The wing center and tail surfaces were Blue with a thick white outline.

B3893, Capt. Arthur R. Brown, No. 9 (N) Sqn RNAS, Leffrinckoucke, France, September 1917. Another colorful plane, this Camel had a Red forward fuselage and cowl with natural Wood cockpit area and wing struts. The upper wings and tail were Olive Drab with Doped Linen under surfaces.

N6377, Capt. Harold F. Beamish, No. 3 (N) Sqn RNAS, Furnes, Belgium, September 1917. This Camel had a Blue/natural metal cowl, natural Wood forward fuselage and wing struts. The upper wings and mid fuselage were Olive Drab with Doped Linen under surfaces. The aft fuselage was white and the tail upper surfaces were Blue.

Capt. Henry R. Clay Jr, 41st Aero Squadron USAS, Colombey-les-Belles, France, October 1918. This very colorful Camel had a Red/natural metal cowl, natural Wood forward fuselage and wing struts. The upper wings and fuselage were Olive Drab with Doped Linen under surfaces. The landing gear was Neutral Gray.

C6713, Capt. D'Urban Victor Armstrong, No 151 Sqn RAF, Crécy-Estrées, France April 1917. This plane had a natural metal cowl and natural Wood wing struts. The wings, landing gear, fuselage and landing gear were Red.

C1555, Capt. Francis L. Luxmoore, No. 78 (HD) Sqn RFC, Hornchurch, Great Britain, January 1918. This Camel had a natural metal cowl and Wood forward fuselage and wing struts. The upper wings, tail surfaces, landing gear and fuselage were pale Blue and the under surfaces were Doped Linen.

J1471, 185th Aero Sqn USAS, Colombey-les-Belles, France, March 1919. This Camel had a White cowl and main fuselage with a Wood forward fuselage and Neutral Gray wing struts. The upper wings and tail surfaces were Olive Drab and the under surfaces were Doped Linen.

The instructions are up to Eduard's usual standards. The instructions include a parts map, a well-illustrated and logical build sequence and 12 full color profiles. Color callouts are for GSI Creos (Gunze) Aqueous, Mr. Color, and Mission Models paints.

Eduard's Camel is a superb kit. It is accurate and well detailed. Add in ten colorful decal options, masks and photo-etch and you have the makings of a fun build. It is helpful to have experience rigging biplanes before taking on a model with this amount of rigging. I recommend this Dual Combo kit and I would like to thank Eduard for the review sample.

References

Sopwith Camel Aces of World War I, Osprey Aircraft of the Aces 52, by Norman Franks, Osprey Publishing, 2003

Sopwith Camel, Windsock Datafile 26, by J M Bruce, Albatros Publications, 1995

Alien Influence

by Scott H. Kruize

“Who drives THAT badly?!” The phrase seemed forced out of my wife Sandra's mouth as we watched *Shaun the Sheep*, Season 1, Episode 40, “Shawn Encounters”. I realized the answer right away, but let the episode unfold.

The answer is: kids! In their mini-saucer, they zip down to Earth – specifically, the sheep farm – zoom around, fly in one window of the barn and out the other, severely disturbing the night's peace and quiet and upsetting the small sheep flock, of which Shawn's a member. (Their devoted, formidably competent guard-dog Bitzer doesn't sleep with them in the barn.) The little flying saucer flew back out over the yard, executed completely pointless maneuvers, then landed in the grass.



Various complications ensue till the flock and Bitzer help the late-arriving PARENTS gather up the kids, and that mini-saucer, back into their larger family-sized interplanetary RV spacecraft, and go on their way.

Not the first time that little farm in the countryside (owned by the most hopelessly clueless human one could ever see) has been visited by aliens. In Episode 24, “The Visitor” has a good excuse for landing: his small spacecraft is out of fuel...a serious problem, considering how far out on a peripheral spiral arm boondocks we are. You must watch the episode to see how the flock helps him refuel...and with what...

I intend to watch next the Shawn movie *One Giant Leap for Lambkind*. In the meantime, whatever your personal 'take' on aliens, you must concede that their influence on our culture is ubiquitous and profound. *The Far Side*, for example, records many alien visits, including my favorite: two aliens drive their saucer just barely over the heads of the panic-stricken human population on Main Street: 'YEE-haaahhh!' Teenagers, I surmise...or at least the alien equivalent thereof.

Of course, Spaceman Spiff encounters aliens everywhere he steers his own little red saucer way out into the Outer Reaches of The Galaxy - “by Popular Request”!

I've no way of knowing if Gary Larson, Bill Watterson, other cartoonists, sci-fi authors, or Hollywood writers, directors, and producers of 'space operas', have ever had personal contact with the aliens. The only fellow Earthling I know of who has is my friend TomR, whom I met through the Boeing Hawks Radio Control Club. (Which organization was once powerful but is long since demised, pretty much due to his extraordinary building and flying 'abilities'...but we won't go into that now...)

TomR doesn't look particularly remarkable, as you see him here with parts for a 3D-printed P-38 Lightning. Till he showed me these, it hadn't occurred to me that such printing could make for an airframe hollow and light enough to fly. Before, I'd only seen heavier, near-solid static-display desktop models, such as ones RocketMan brings to Show-&-Tells. But now resourceful designers are tackling the problem of scale flying models, and it seems inevitable we'll see much more variety, as the industry's products mature, and their uses expand in the hands of growing ranks of creative devotees. Let's get models of alien spaceships, a few of which I've named here and would be happy to finish and display...not now available from major manufacturers.

From time to time, I haven't been able to refrain from letting slip information from TomR about the aliens. I need to emphasize that, in a world so saturated with fake



news, propaganda, conspiracy theories, and other nonsense, I remain as trustworthy, truthful, and honest as I've been since I first took the Scouting Oath. You can rely on things I say. Specifically, when you hear from me that 'The resident dominant monkeys will not be allowed to ruin this planet', or 'the aliens are millions of years more advanced than we are', or that they have several bases on Earth, as well as several spaceships in orbit, all known and co-operated with by a limited number of government officials from major powers here, I assure you that I'm relaying precisely what TomR has told me they've said and done. I haven't exaggerated, modified, colored, or otherwise distorted the exact information he's given to me.

I've had to explain to some of you fellows why TomR's got such a special relationship with the aliens. I wondered that at first but he explains it: because they're so advanced, they're much like old and attenuated 'grown ups', so set in their intelligent, sensible routine behavior that they've forgotten how to have fun and PLAY! So they're fascinated watching him shape an assortment of materials into flying machines, using his skill and imagination.

That doesn't make all modelers equally interesting to them. TomR's approach to modeling is truly inimitable. I cite the fact that while some of you are proud of making models 1/32nd or even 1/24th the size of originals, with R/C flying modelers going as large as one-quarter or even one-third, only TomR has a 2/3s (or is it 3/4s?) scale F-16 fighter jet. Now, his original plan was fitting it with a jet engine (from an old Ryan Aerobee drone UAV), full instrumentation, and all the rest, then flying it to the Oshkosh Experimental Aircraft Association's yearly Fly-In, and selling it for \$1 million. This plan seems to have been put on hold a couple of decades ago, but the basic airframe is still sitting in his driveway. If you want to see it for yourself, you have only to come by my house, and I'll guide you there.

One other example: while some have modeled alien figurines, only he's done 1-to-1 scale aliens. From fiberglass and foam, he's exactly duplicated how the aliens looked, peering into his garage workshop. There were six, as he tells it, and as you see from this picture, one at least is mostly intact still, in his shop area. Too bad it's now fading and crumbling; worse that its polished black plastic eye covers have fallen off...Still, none of you've ever tried to do anything like this.

As for me, I freely admit I've never actually met any of the aliens. That's not too disappointing, considering I'm just an ordinary guy, a commonplace modeler. Except for an occasional foray to an off-the-beaten-path model, as illustrated here, you can see how conventional (read: boring) I am. Oh, well, though the aliens have no interest in me, Tom will doubtless continue to tell me anything that I need to know - and that I'll gladly continue to relay to you all - about Alien Influence!



I-16 Rata: The Fighter That Saved the USSR, by Oleg Pototskiy

reviewed by Chris Banyai-Riepl

The story of the Polikarpov I-16 is not as simple as some might think, but to tell the whole story is a daunting task. The author of this latest title from Kagero recognizes this, and notes that to tell that complete history would take multiple volumes. As such, this book at best will only cover the broad strokes yet will still try to deal with as much about the I-16 as possible. With so little in the English language on both Polikarpov and the I-16, this book is definitely a very welcome addition.

The I-16 did not spring complete from a vacuum, so to truly understand the Rata, one needs to understand how Polikarpov got to where he was. The evolution of the aviation industry in the Soviet Union is a fascinating history in and of itself, and could easily form a multi-volume standalone series, so the author settled for a brief overview of the topic to start this book. Of course, Polikarpov was involved from the beginning, and this section covers both his evolution as a designer and his appreciation of German aviation engineering, especially with regards to metal aircraft construction. Other influences are described as the author moves through Polikarpov's designs throughout the 1920s and '30s. In fact, it is not until page 50 that we finally get to the I-16.

The rest of the book focuses on the I-16 in all aspects, from the engine choices to construction techniques and armament options. The I-16 in its earliest form was small, lightweight, and minimally armed, which made it a nimble performer. As combat experience arose, first in Spain and later in Russia, more powerful armament and bigger engines were necessary, but the I-16 kept most of its nimbleness, making it a challenging fighter in the hands of a skilled pilot. This is covered well in the text, but understandably briefly as the combat history of the I-16 is easily a book in and of itself.

Complementing the well-written text are copious amounts of photographs showing all aspects of the I-16, including construction and combat. A nice selection of color profile illustrations also help highlight the diverse schemes worn by the type. Additionally, there are sixteen pages of scale drawings in both 1/72nd and 1/48th scales, documenting all the different variants of production I-16s.

For those looking for a good introduction to the Polikarpov I-16, this is a perfect book to fit that bill. My thanks to Casemate Publishers for the review copy.

Publisher: Kagero
ISBN: 978-83-66673-50-2
Binding: Softcover
Pages: 180



Golden Age Stars of IPMS

Veronica Lake and a North American
AT-6 Texan in a publicity shot for
the film, *I Wanted Wings*, 1941.



This and That

from page 1

What helps this product stand apart from regular CA glue is that you can see exactly where it has been applied on the model, helping in application, sanding and removal (with a de-bonder). The video shows the product being used, and most importantly for me, the excess being removed with a paint brush and de-bonder, so that the end result is a perfect application of sometimes-temperamental CA glue. I've used de-bonder before, and every time I've missed areas that I just didn't see, or took so much off that the joint failed. Black CA glue nails that problem dead.

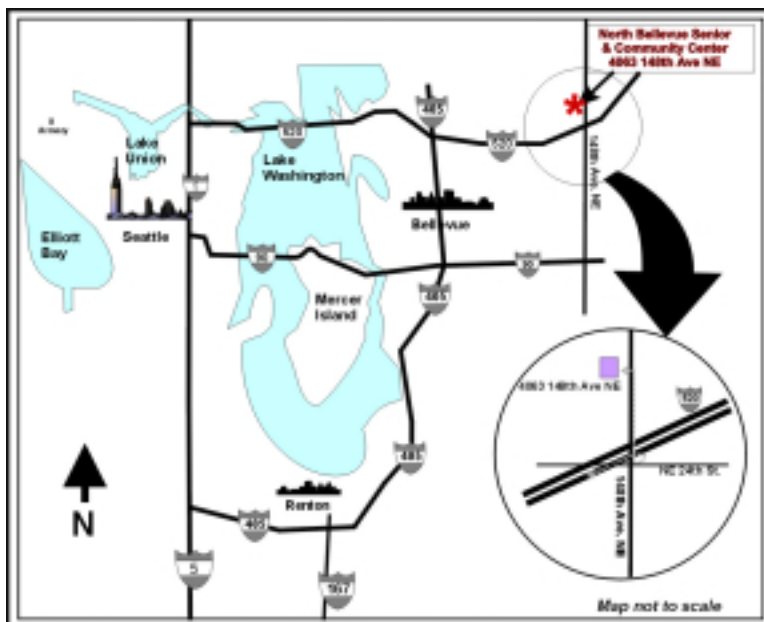
I can understand how the dark color might be a challenge to cover up if you don't prime your models before painting and finishing. For me, however, this is a non-issue since everything starts with a black pre-shade/primer anyway.

And that's all for this month – I hope to see everyone's smiling face this Saturday!

Eric



Next Meeting: April 9 **10:30 AM to 1:30 PM**



North Bellevue Community/Senior Center **4063 -148th Ave NE, Bellevue**

Directions to NBCSC: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.