



Seattle Chapter News

Seattle Chapter IPMS/USA March 2023



Elections, Decisions, and a Couple of Cool Modeling Tips...

Greetings All – March already – can you believe it? Before we get into a couple of neat modeling tricks I came across this last month, I need to do some club house-keeping first.

Elections. Seattle IPMS is, and always has been, a certified non-profit chapter of IPMS USA, and as such, our bylaws dictate that we hold elections every so often for our board members. One of these positions, Vice President, has recently been vacated by the passing of our good friend and mentor, Terry Moore. I believe my position as President is also up for renewal as well. While I would like to continue as your president, any paid-up club member can run for either position. The specifics on how this is done will be sent out when the time comes – I just wanted to plant the idea into the ‘collective’, for now.

Decisions – at the last meeting, long-time member Bob LaBouy stood up and gave an emotional tribute to Terry Moore. To honor Terry’s long-time contribution to the club, Bob proposed two ideas; the first, that we change the name of our club to ‘IPMS Seattle – Terry Moore Chapter’; and the second, to establish a perpetual trophy in Terry’s name, to be awarded annually at our Spring Show.

I envision that both the chapter elections and Bob’s two proposals be managed together, on a single ballot, via e-mail, in order to include as many members as possible in these important club decisions. I think the best way to accomplish this is to solicit and distribute discussion on these matters for a month, and then to hold a vote. Again, all through e-mail – an initial blast sent out to all members, with replies going to (either) me, or someone else agreed to by the club. That discussion will be collated and sent out to the entire club, as well as summarized in our newsletter. The ballot will also be sent out in a blast, with the votes sent to (myself, or someone else agreed to by the club). The results will be communicated to the club via e-mail, the newsletter, and at the following club meeting.

I also feel that everything discussed so far be postponed until just after our show in April. There is just too much going on with our show volunteers to accomplish this sooner; at least to everyone’s satisfaction.

Please let me know what you think via e-mail, or in person next Saturday at the meeting, and please let me know if you have any better suggestions or ideas.

Now on to the modeling stuff!

Last week I took a drive down to Des Moines see John Miller, our in-house airbrushing guru and sole proprietor of Model Paint Solutions. John’s garage is like a mini-hobby shop, filled with all kinds of goodies to buy – I highly recommend the trip! Free plug aside, that is not why I mentioned his company here. While I was there working on a model, I asked John for some CA accelerator, and he handed me an ingenious applicator made from an empty Tamiya glue bottle and the end of a micro-fiber stick. I went home and created one for myself in about five minutes, and the result is so cool that I had to pass John’s idea on to the realm.

First, you need to get an empty Tamiya bottle of liquid cement – any type will do as long as it still has that nifty Tamiya ‘brushlette’ inside. I used a flat-edged Xacto knife and Goo Gone to get a perfectly clean glass bottle to start with.

Next, I used a pair of pliers to remove the ‘brushlette’ from the inside of the top of the Tamiya bottle, leaving behind the clear tube still attached on the inside.

I then cut off the [top one-inch] of a blue micro-fiber stick and wrapped layer or two of cellophane tape around the cut end so that it could be twisted tightly into the clear tube attached to the Tamiya bottle top. The 1-inch length of the cut piece should result in the tip being suspended just above the bottom of the bottle.

In This Issue

Spring Show Award	
Sponsorships	3
Italeri Crusader Mk.III	4
Eduard Avia CS-199	8
Jeeps: Build Them Two Ways	10
IPMS Seattle Spring Show	11
Academy F-104C	12
Trumpeter L4500A	14
Gathering for Terry Moore	18
Meeting Information	18
2023 IPMS Seattle Meeting	
Schedule	18

SEATTLE CHAPTER CONTACTS

President:

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

Vice President:

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 2023 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.

March 11

April 29 (Spring Show)

April 8 (meeting)

May 13

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.: _____

IPMS/USA
 Join or Renew Online at: www.ipmsusa.org PO Box 1411
 Riverview, FL 33568-1411

Newsletter Editor:

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

I then filled the bottle up with my favorite accelerator and slapped a label on the outside. Easy-peasy.

The benefits of this tool solve the issues surrounding the pinpoint application of accelerator, and prevent the instant-hardening of any type of micro-brush or paint brush you might try for the same purpose. The micro-fiber tip can be used a dozen times before completely hardening, and easily (and cheaply) replaced as needed. The bottle now sits front and center on my workbench, with all my other glues and such. Thanks, John!

The second tip is just an 'ah-ha' moment I had with painting on-board equipment (such as saddlebags and equipment packs) for my models. Sometimes when I spray a flat varnish on the bags, a slight sheen persists that should not be there – the canvas fabric should be dead-flat. The varnish – be it my go-to Vallejo brand, or even the Ammo Mig 'Ultra-Flat' 'Lucky' brand, works perfectly on everything else, but for some reason, will just not behave on some equipment packs. The material used for the bags (plastic, resin, etc.), does not seem to matter.

The solution was simple – a real 'duh' moment for me. While I was applying texture to the rest of the vehicle using a thinned paste of Tamiya putty, acetone, and powder/filler, I added the texture to the bags as well. Note – this type of texture can be made from anything – Gunze Mr. Surfacer is my go-to product for this task, but I was out of it.

The result is perfect – once painted, the 'canvas' bags look like canvas now; not shiny plastic representations of canvas. Try it!

Model On, and I hope to see everyone at Saturday's meeting!

Eric



Spring Show Award Sponsorships

The Spring Show Committee has decided not to offer the individually-sponsored Special Awards that have been given at past shows. This does not affect the "Best of" awards, nor the Modelfy category, which will be continued as usual. The "Best of" awards are also being offered for sponsorship at \$50 per award. These would include:

- Best Junior
- Best Aircraft
- Best Military Vehicle/Weapons
- Best Figure
- Best Ship
- Best Automotive
- Best Space Fact/Experimental/Sci-Fi
- Best Diorama/Vignette

If you would be interesting in sponsoring one of these awards, please contact Robert Allen at 425-885-3671 or baclightning@yahoo.com. Sponsors would not be responsible for judging the award; this will still be done by the regular judges. Deadline for sponsorship is March 31.

Italeri 1/35th Scale Crusader Mk.III with British Crew

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.)

Modeling powerhouse Italeri has re-released an old classic; the British Crusader Mk III, this time with updated decals and an all-new figure set. The Crusader was used extensively in the North African campaign and, while ideally suited for combat in desert terrain, its light armor and moderate armament were not able to adequately match the German anti-tank guns and vast mine fields, causing substantial losses on Allied forces.

After building newer kits with hundreds of parts, photo-etch sheets, brass barrels, and multi-part track links, opening the Italeri Crusader box was breath of fresh air.

Even though my finish would be complex (due to of the amount of on-board detail and the hard-edge camouflage), the actual build would be a breeze due to the low parts count. The plastic is soft, free of flash, and reasonably detailed. There are some visible ejection pin marks that will need to be filled and/or covered with weathering, but overall, everything looks pretty good.

The contents of the box include:

- 3 sprues in soft, dark green plastic, packaged in separate bags
- 1 nylon sprue with six track sections
- 1 8-page, folding instruction sheet with 13 steps

The kit comes with three finishing schemes represented using two-tone, three-view drawings, and a medium sheet of decals, perfectly registered. These schemes include:

1. 2nd Dragoons Guard (Queen's Bay), 2nd Armored Brigade, 1st Armored Division, Second Battle of El Alamein, October 1942
2. 10th Royal Hussars (Prince of Wales' Own), 2nd Armored Brigade, 1st Armored Division, El Alamein, November 1942
3. Royal Army Unknown Unit, El Alamein, November 1942

The Italeri instructions contain an introduction written in six languages (including English) and describe the assembly steps using symbols only. Paint color callouts only list paints from the Italeri Acrylic Paint line, but Federal Standard (FS) paint codes are provided as well. The black and white, exploded-view images are clear, relatively uncluttered, and free of errors.

The sprues hold some part numbers, but not all, and the instructions show images that likewise are missing (some) part numbers. Thankfully, the instructions also contain a parts map showing the sprues and part numbers - a little sleuthing will clear things up.

The final two pages of the instructions are printed in two-tone color and show the vehicle paint schemes and a nice painting guide for uniforms and personal equipment for the figures.



Things to consider before building:

The Crusader as produced by Italeri is a pretty simple build. The parts fit, the build sequence is logical, and the images in the instructions are clean and helpful. Depending on what scheme you choose to finish the vehicle, you might have to detour off the planned route in the instructions to accommodate different painting steps. In the end, I separated the following parts/assemblies over to a sticky-board, adding these at the end of the build, before weathering: antenna (2), exhaust manifolds (2), spare track (4), external fuel tank, and the personal equipment I hung off the port side. Everything else was attached according to instructions and painted with the rest of the vehicle. The two tow/track cables are rigid and do not fit across the vehicle deck well, so you might consider scratch-built replacements (I left them off).

Finally, if you wish to mount any of the provided figures in and on the vehicle, you will need to open up the driver's hatch, and add interior detail to both it and the commander's hatch.



Final Assembly and Track: The two runs of 'rubber-band' track responded well to 'thin' superglue, and held fast when stretched over the gear (later on, after painting). Say what you will about this kind of track – for me, it looks fine, is dead-simple to use, and allows me to move ahead without any hassle. When the side skirts are added (later), even the join areas are hidden from view. I commend Italeri for sticking to their guns here, and not making the track a chore for beginners.

As I said before, the tow/track cables are rigid and do not fit around the various deck protuberances as they should. I left them off, but chose to add the port-side rack included in the kit. Some modelers will want to replace both items with scratch-built versions that will improve on what is supplied in the kit.

Figures: Italeri supplies no less than nine figures in the kit, along with a decent representation of a German MG42 machine gun, a table, chair and other assorted personal equipment. Some of the figures look 'familiar', even to someone who doesn't know British commanders that well! I could have spent the same amount of time on the figures as I did on the kit, so, for this review, I just put them together and hit them with some Tamiya primer to give the reader an idea of what comes in the box. While Italeri figures may not occupy the top rung of detail that is available these days, I feel they are sufficient for most modelers who pick up this kit. Two or three of them (could) be assembled in slightly different poses to fit into the open hatches or on the main deck of the vehicle.

Painting, Decals and Finish: There is no shortage of images of the Crusader Mk. III online, and more than a few color schemes to work with. I chose the bold, two-color desert scheme, with the off-white lower turret and main weapon. Since I was planning to apply a significant amount of weathering, I felt that the bright demarcation between the hard-edge colors would turn out somewhat subdued. Once I finally was able to remove the top off my tin of AKI Panzer Putty (!) I was ready to go to work.

Here is a breakdown of the colors and materials I used to finish the build:

Painting: Main Hull, Turret and Side Skirts

Primer: Ammo 0110 SCC1A 'Yellow Top' Acrylic (British Brown 1941-42)

Post Shade: NATO Black lower hull, tires very carefully along cracks and crevasses.

Once the Panzer Putty was applied and left to settle overnight...

Main Camouflage: Ammo 0061 'Yellow Top' Acrylic (Warm Sand Yellow)

Lower Turret and lower Main Gun: Tamiya XF-2 Flat White

Painting: Track Sections and Guns

Primer and Base Coat – Tamiya XF-84 Dark Iron

Interior guide posts on Track – Tamiya XF-16 Flat Aluminum

Overall 'bling' – Uschi Chrome Metallic pigment

Detail Painting

Small bags: Vallejo MC 70.988 Khaki

Straps: Vallejo MC 70.821 German C. Beige WWII and 70.818 Red Leather

Larger Baggage: Vallejo MC 70.880 Khaki Grey

Weathering (glossy surface)

- Mr. Hobby Mr. Weathering Color Enamels - Stain Brown – all surface detail, stumped with Mr. Hobby thinner.
- Pin Wash using Mig Dark Wash heavily thinned with Mona Lisa
- Treated the track with AKI Track Primer

Weathering (flat surface)

- Dusting of Ammo 0110 SCC1A 'Yellow Top' Acrylic (British Brown 1941-42)
- Overall 'bling' and bolt detail using Uschi Chrome Powder.
- Overall application of dry pigments to areas that needed a little toning, using MIG Russian Earth to darken areas, and European Dust as a mid-level dirt-color dusting.

The decals went on without any issues using red and blue MicroSol/MicroSet products. I added a British roundel from my spares box – images online show this placed on the rear deck, ostensibly for aerial recognition.

Italeri kits are a great value – they go together well, are reasonably detailed, and are never hard on the pocketbook. If another company has a Crusader Mk III, you can bet that it will cost twice as much and have three times the number of parts. My bet is that the final result will be hard to distinguish from what Italeri has produced here, with a little attention. Throughout the build, Italeri's solid engineering effort allowed me to concentrate less on the assembly, and more on the presentation. The gaggle of figures included in the box only increase the value of this kit. In the hands of a decent modeler, this old Italeri Crusader will remain a favorite (and a heck of a value) for British armor fans.

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





Eduard 1/72nd Scale Avia CS-199

by Chris Banyai-Riepl

The interesting situation post-war in Czechoslovakia saw the nation needing to build up a fighter force but do so cheaply. With plenty of former Luftwaffe Bf 109G/K airframes across the country, it was a somewhat simple task to get some of those airworthy and use them as interim fighters until better types could be affordably sourced. An explosion at a factory where nearly all the DB 605 engines were stored changed those plans, and the decision to mate the plentiful Jumo 211 engines to Bf 109 airframes was undertaken.



The Jumo 211 engine was designed for bomber usage, as was the wide-bladed wooden VS-11 propeller, which did not lend itself well to being married to a fighter aircraft. The massive torque, ideal for bombers, wreaked havoc with the S-199 and its narrow-track landing gear, necessitating a dedicated trainer version to try and lower the number of S-199 crashes. The result was the CS-199, a two-seat trainer of which roughly 80 were produced. Even with these trainer aircraft, though, crashes still occurred, and the CS-199 was not immune with many of those also succumbing to those same dangers.

The two-seat Bf 109 and CS-199 has always been a favorite of mine, but unfortunately it has not been a popular modeling subject. There have been a few kits of the Bf 109G-12 out recently, but only the KP kit dating back to the 1970s covered the CS-199. With the success of Eduard's S-199s it is no surprise that they tooled up the two seater, though, and given the absolute joy the single seater kits were, I had to tackle the two seater as well.

Unlike the single seaters, there's not much to choose from in the way of colors for this one, as all the CS-199s were finished in silver. This means you don't have to worry about different options in the plastic, either, other than the usual open or closed canopy and PE or decal instruments. So, without much prep to worry about, I jumped right into the cockpit. As I was building this alongside two single seat S-199s, I combined a lot of the painting steps, but unfortunately did not notice that I had the wrong cockpit color until after the model was assembled and decaled. So while my photos show the cockpit in RLM 66 (which was the color the single seat S-199s were painted), the CS-199 cockpits were actually finished in RLM 02. Lesson learned, always pay close attention to the instructions.

Aside from that faux pas, the interior went together beautifully, as expected. I finished it with Vallejo paints, and weathered it with a combination of AK Interactive, Tamiya, and Vallejo weathering materials. I went for a more well-used look as it was a trainer, but realistically not much can be seen even with an open cockpit. Granted, had I painted it the right color much of this detail might show up better. Yep, I'm still beating myself up on that. Guess I'll just have to build another one and get it correct, right?

With the interior done, the rest of the assembly was very simple and straightforward, and given how everything just clicked together, was quite relaxing. That said, there are two areas that I wish Eduard had done a bit differently. One is the molded-in wing pitot tube. That broke off without much effort. I think they anticipated that, though, as there is a spare provided in the parts. It probably would be better to just have that molded separately and added later.

The second is also something that broke off, and was a common problem I had with the single seaters, and that was the tailwheel. The kit has you sandwich this between the fuselage halves during assembly, but the connection is very petite and to scale, so it is far more fragile than you might think. It would have been nice to have this be something that could be added after doing the rest of the assembly, just to keep that intact and maintain all the molded detail.

With all the assembly done it was time to prepare for painting, and here was a nice little side benefit to Eduard including both an open and a closed canopy option. As I wanted to have this model finished with the canopy open, I used the one-piece closed canopy as a masking block for the cockpit. I pushed some blue tack into the cockpit piece and pressed it in place, effectively sealing off the cockpit area without having to worry about masking around complex shapes. With that in place, I sprayed a base coat of white, followed by yellow for the ID bands, then masked those and painted the silver. A gloss and it was time for decals.

Decaling with Eduard's new version of decals is surprisingly effortless. While they have a large clear film, this film disappears quickly with setting solutions and blends the decal in beautifully with the rest of the paint scheme. Once the main decals were on, the rest of the stencils were applied, and that step took significantly longer than the main markings. That's a good thing, as all those stencils really help break up the broad swaths of silver on this model, and do a great job of improving the overall realism. With the decals on, all that was left was to do the last bits of assembly: add the landing gear, propeller and spinner, and all the other small bits, and this attractive two seat Avia is done.

Like Eduard's single-seater S-199s, this model is one of the best out there for an out-of-the-box build. Easy to assemble, detail that rivals aftermarket sets, and great decal options, this kit is a perfect distraction for those more complicated models out there. My thanks to Eduard for providing the kit.

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



Jeeps: Now You Can Build Them Two Ways

by Morgan Girling

We all remember those loveable, universal 4x4 from WWII. They seem to be in every war movie, taking 4-plus soldiers hither and yon. They've towed trailers, light artillery, supplies, stretchers (remember M*A*S*H?), been the star of Rat Patrol, armed with a .50 caliber machine gun (particularly useful in traffic). Cheaper than a half-track, they seem to have been an open challenge to field inventors to find yet one more off-label use for them. The Japanese, French, and Israelis mounted anti-tank missiles on them, the US Army added a recoilless rifle. They've been converted into tractors and other agricultural equipment. Some have been used as teeny-tiny locomotives, and if you take the tires off, they can scuttle across a ravine on a pair of wires. Postwar, they became tricked-out glamor queens (Jeepneys) in the Philippines, and one even sailed around the world. In short, the Jeep could be made to do anything (except be comfortable).



They are so ubiquitous that even if you don't build military land vehicles, you can always use them as "set dressing" with your models. Think "Follow Me" Jeeps on an airfield, or as a backdrop for your figure of a general or his lovely WAAC (or Admiral and WAVE if you're nautically inclined). Good for most subjects ages WWII to Vietnam.

You know you want one. You know you need one. But wait! With the long Covid Winter behind there are two ways you can build a Jeep for the 2023 Spring Show!

Group Build

Think of it as "Jeep Classic" – the original proposal.

Build a Jeep or Jeep derivative in any scale. It must still be a Jeep or Jeep-derived vehicle. It needn't be a real vehicle, but it must be recognizable as being a Jeep. From the opening paragraph, there's plenty of scope in and around reality.

Modelfy

Think of it as "The best laid schemes o' mice an' men / Gang aft a-gley." No sooner had this been announced as a group build than people started building antigravity Jeeps, and calling this a "Jeep Modelfy".

So, in the spirit of inclusion, there will also be a Jeep Modelfy: build a non-Jeep out of a Jeep (any kit, any scale). The usual Modelfy rules apply: there has to be at least one part recognizable as having come from the Jeep kit.

Because I'm making the rules, no postwar civilian Jeeps (e.g., Grand Cherokee, etc.) qualify in either category. (One must maintain some standards...)

There will be a Group Build award and a Modelfy award. Judging will be done by an august panel of judges.



IPMS SEATTLE PRESENTS

Spring Show 2023



Scale Model Contest and Exhibition

SATURDAY, APRIL 29TH

DOORS OPEN AT 9 AM

Contest Entries Close at 12 Noon

Awards at 3:30PM

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

Adult Entries: \$20 (unlimited) • Junior Entries: \$5 (unlimited) • Spectators: \$5



**MAKE N TAKE
FOR THE KIDS**

**HUGE RAFFLE
DRAWING ALL DAY!**

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

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

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



For additional information contact:
Rick Taylor at
show-coord@ipms-seattle.org
Designed by EagleMade Design • www.eaglemade.com

EVENT WILL BE CONDUCTED IN ACCORDANCE WITH ALL LOCAL AND STATE HEALTH DEPARTMENT REGULATIONS FOR COVID-19

Academy 1/72nd Scale Lockheed F-104C Starfighter Vietnam War

by Blaine Singleton

Instructions: The instructions were divided into six pages of clearly marked parts and their construction sequence. There was also a page for the four different paint schemes.

Sprues: Three molded in gray plastic

Clear plastic: One sprue

Decal Sheet: With markings for three different countries - United States, Japan, and Taiwan.

Cockpit: The cockpit was assembled along with other parts into the forward parts of the fuselage sides (the whole fuselage is in four different sections). Assembly was not an issue, make sure you get the pilot's seat frame and bulkhead slotted firmly in the cockpit floorboard because the top of the fuselage interlocks with the bulkhead and if the seat is not completely down, the top of the canopy will not fit. Details in the cockpit were not all that pronounced and the instrument panel did not have a decal.



The seat can be built in two different versions and had molded seat belts into it. I painted the cockpit and seat and then came back and dry brushed light grey on to it to try to bring out some details.

Canopy: The canopy frame was painted and applied to the aircraft after overall painting was completed. I glued the canopy with PVA glue. The canopy was clear with no flaws, so I decided to clean it with IPA and then dip it into Future. The canopy had no seam in it that needed to be eliminated.

Fuselage: The fuselage was assembled in four sections - two sides front and back. I painted the interior with Dark Grey and weathered it with a light grey wash. To assemble the fuselage, it had to be built with the front and rear sections separately. There is a rear support that needs to be installed as the rear fuselage comes together. There was no engine to build, so the only indication was the burner unit in the tail.

As the front and back halves of the fuselage come together there is a plate that serves as the landing gear bay that forms the internal connection for the front and the back. Pay particular attention to how the plate is installed because the main landing gear is installed onto it and that will set how level side-to-side the aircraft will sit on the landing gear. I would suggest once the plate is installed that the main landing gear struts be installed also. You may need some wiggle room to get the landing gear strut and plate aligned with the fuselage.

When the fuselage is joined front to back there is a butt joint that was a little difficult to align (remember that the landing gear bay plate also is attached to the fuselage). Once the whole fuselage was assembled, I had to sand down the join joint for the front and back fuselage and then re-scribe a panel line.

Wings: The wings on this aircraft are so thin that they are molded in one piece. During the molding process some marks were left on the wings. I would assume that they may hinder one's desire to do a Natural metal finish. I gave them a light sanding and got rid of most of the issue. The fit for the wings was very nice and alignment was good. Panel lining was not that deep except for the areas of ailerons and flaps.

Landing Gear: The airplane can be built with the landing gear extended for runway activity or the model can be built with the landing gear in the up position and there are two different variants of landing gear doors. I chose to build the model with the landing gear extended. The gear attached to the underside of the fuselage with little support for the gear attachment to the fuse, so the airplane is very brittle when sitting on the landing gear. Landing gear door application was a little tedious, with the main gear doors taking a little more effort because of a cramped space from the top of the gear to the bottom of the wing.

Painting: The model can be built in three different paint schemes, Natural Metal Finish, Vietnam Camo, and a Two Tone light blue scheme from Japan. I chose the USAF Vietnam Camo paint scheme for this model. I wanted to try a freehand airbrush paint camo pattern and I think it came out well.

I used AK real colors for the paint using AK's FS numbers for the four different Vietnam colors. Panel line detail was very soft except for the working panel lines. I debated not using a primer paint as to not cover some of the panel details on the wings and fuse.

Final Assembly: As the fuselage came together, I had to work from the aft end to the front. I taped the whole fuselage together and glued the seam. The tricky part of the assembly was the need to line up the fuselage sections, landing gear bay plate and get them straight and level.

Decals: After the decals were applied, I sprayed two coats of Mission Models CP 30 (Mission thinner mixed with 30% Mission clear primer) to blend the edges of the decals. The mixture creates one of the best durable clear coats I have ever used. I let the clear coat cure overnight and it stand up to any decal fixer I have used.

After applying the decals and covering them with the CP30 clear coat, the decals still stood out from the paint scheme, so I applied a second coat of clear. The decals had a standout new brightness to them and stood out from the paint scheme, so I took some white oil paint and blended it over each decal to give them a faded look.

Weathering: Tamiya Black panel liner was used for the edges of flight controls. Panel lines access hatches and covers were highlighted with Tamiya dark brown panel liner. A mixture of brown and black dry pigments was used to indicate exhaust stains from the engine

Finally, I sprayed AK's acrylic clear flat over the whole model.

The model went together well, the only tricky part were the parts and alignment with the front and rear fuselage and the landing gear bay plate. All the parts were clean and needed very little sanding when cut from a sprue.

I want to thank MRC and IPMS USA for the opportunity to review and build this model.



Trumpeter 1/35th Scale German L4500A (with) 5cm Flak 411

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.)

Trumpeter has recently released several WWII German, truck-mounted Flak platforms based on the Mercedes Benz L4500A, including the subject of this review. As with previous releases, Trumpeter continues to stick to its roots in providing interesting and often one-of-a-kind subjects for a competitive price.

The L4500 was a heavy-duty truck built by Daimler-Benz from 1939–44 in the Mercedes-Benz plant at Gaggenau, and from 1944–45 by Saurer. The long-bed vehicle was built as both a rear-wheel-drive truck (L4500S) and as an all-wheel-drive truck (L4500A). The German Wehrmacht used the L4500 with armored cabins as Flak trucks during World War II. Due to the lack of production material, the cabin was replaced with the simplified standardized Wehrmacht cabin and the mud wings with simplified wings in 1943. The L4500 chassis was also modified as a halftrack for use on the Eastern Front.



Inside the sturdy, top-over box you will find that all parts are bagged, with the decals slipped inside the instruction booklet. The plastic is soft but not too soft, and the detail is crisp and the molding is flash-free. The number of attachment points and nodes, while many, are located in areas that are either not visible or easily addressed.

The contents of the box include:

- 13 sprues of parts molded in light-grey plastic, including a single-part gun shield
- 1 slide-molded, single part for the truck cab
- 1 sprue of clear plastic for the glass parts (lights, two-part windshield, etc.)
- 7 vinyl tires (6 plus a spare)
- 1 small decal sheet
- 3 photo-etch sheets, including one for the mesh on the side panels
- 1 20-page, black and white instruction booklet that includes a parts map. All text is translated into English.
- 1 separate, full-color sheet showing two, multi-view paint schemes and decal placement instructions.

The instruction booklet is printed in black and white, on standard white paper. It starts off with a one-page parts map with a list of unused parts at the bottom. The rest of the booklet breaks assembly into 33 steps, ending with the completed gun assembly being placed on the completed truck. A separate, full-color glossy page contains instructions for painting and decal placement, with call-outs for Tamiya, Mr Hobby H-series, Acrycion, Vallejo, Humbrol, and Model Master paints. Images are rendered from several angles so you are rarely forced to guess about how things go on 'the other side'.

Two finishing options are provided showing overall German Grey and German Yellow schemes.

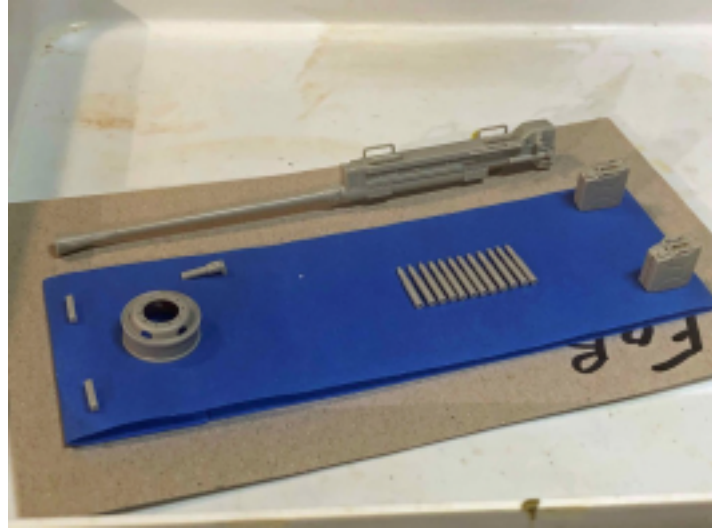
Things to Consider Before You Start:

The two rear deck panels of the truck bed can be modeled up or down, along with the four prominent stabilization legs, and the engine compartment can be assembled open or buttoned up. The inside of the engine hood, however, is not detailed, and the clearance of the gun assembly when deployed interferes with both rear-bed panels. Consequently, I decided to model my L4500 with the engine compartment closed and both panels in the 'down' position.

The complex gun assembly is built separately and dropped into place in the very last step, making things easier. Otherwise, that's it. This build, like many of my Trumpeter kits, was about as problem free as they get.

Painting, Decals and Finish: I decided to paint my L4500A using a standard German Yellow scheme, with a disruptive ‘squiggle’ pattern to liven things up a little. I used paint and finishes from a variety of manufacturers, listed below.

Before painting, I made a sticky board for the separate ammunition rounds, the spare wheel and Jerry Cans. I also painted the main weapon separately since it would be placed over the ammunition rack. I left the seven nylon tires off so they could be treated with pigment separately before carefully pushing them on after assembly. I treated the tires by dropping them into a plastic baggie holding ‘a few shakes’ of Mig pigments (European Dust, Dark Mud and Dry Mud). After giving the bag a good shake, I put on a pair of surgical gloves and brushed off the excess pigment into a capture tray using a short-haired paint brush. The latex-free gloves allowed me to rub a nice dull sheen into the sides of the tires (and keep the mess to a minimum).



Primer: Alclad II ALC302 Gray Primer & Microfiller (Lacquer) – Overall

Pre-shade: Alclad II ALC309 Black Primer & Microfiller (Lacquer) – Panel lines and recesses only.

Camouflage: Heavily thinned Tamiya XF-60 Dark Yellow – Overall Protective Chipping Coats – Alclad II Klear Kote Gloss followed by rattlecan hairspray.

Post-Shade: Heavily thinned 1:2 Mix XF-60 Dark Yellow and XF-1 Flat White – open areas only. I stumped this with a brush and water.

Camouflage: Heavily thinned Tamiya XF-22 RLM Grey ‘squiggle’ pattern.

Filters: Old Holland Warm Sepia (Oil) mixed with Mona Lisa Thinner (overall)

Weathering (glossy surface)

- Mr. Hobby Mr. Weathering Color Enamels - Stain Brown – all surface detail, stumped with Mr. Hobby thinner.
- Pin Wash using Mig Dark Wash heavily thinned with Mona Lisa

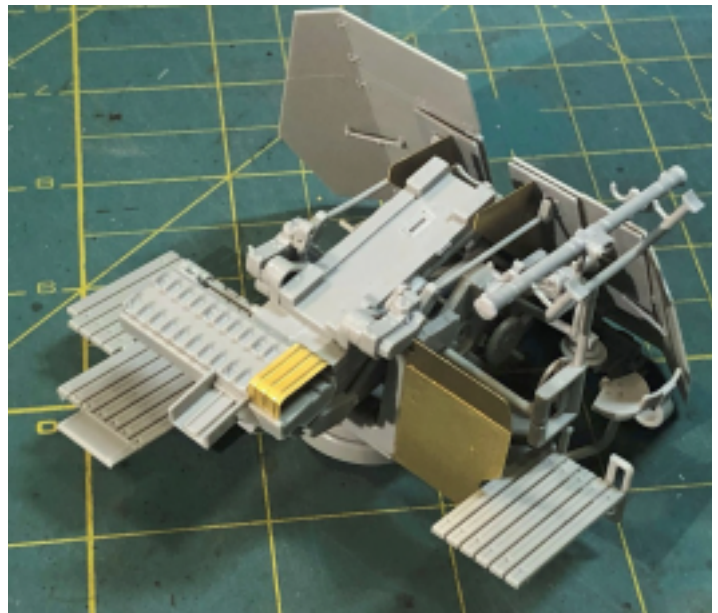
Weathering (flat surface)

- Overall ‘bling’ using Uschi Chrome Powder.
- Overall application of dry pigments to areas that needed a little toning, using MIG Russian Earth to darken areas, and European Dust as a mid-level dirt-color dusting.

The decals went on without any issues using red and blue MicroSol/MicroSet products. I added the two German Balkenkreuze decals from my spares box – images online do not show these but I thought the truck looked sparse without them.

Trumpeter should be commended for designing this rather complex vehicle in such a way as to allow some of the trickier parts (gun assembly, glass panels, tires, water cans, steering wheel, and ammunition) to be added after the rest of the vehicle is assembled and painted – there is no need to mask anything.

One nit to pick; in Step 27 there are no less than eight parts that must be teased into place in three dimensions until they are dry. I would have preferred connection points that were engineered in such a way as to have these parts ‘chunk’ solidly into place.



Near the end of assembly, once the four stabilizing arms are in place, handling the model is something akin to handling a porcupine. There are a lot of delicate parts to break off. For that reason, and for the preponderance of very small parts, I would recommend this for modelers that have experience with kits of this complexity. Problem-solving is also a helpful skill to have.

This is an unusual vehicle and will no doubt attract a lot of attention on showroom tables.

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





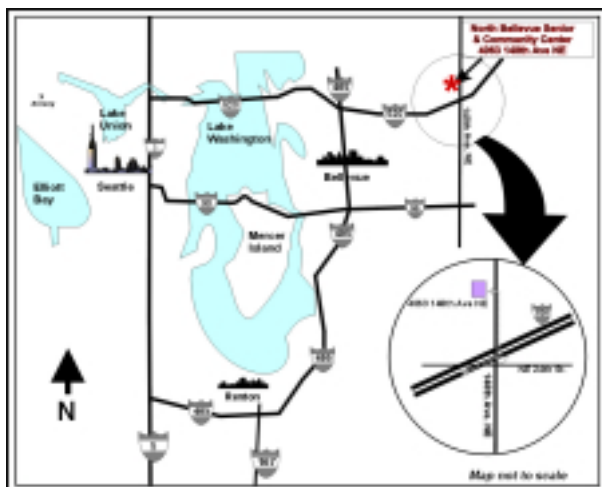
Gathering for Terry Moore

A Gathering for Terry Moore will be held on Friday, April 21 in the Banquet Hall at the Renton Community Center from 7 to 10 pm. If anyone would care to get up and share any stories about Terry please contact Jill Moore at 206-817-5111. No children please.



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.



Next Meeting: March 11
10:30 AM to 1:30 PM

2023 IPMS Seattle Meeting Schedule

All meetings at North Bellevue Community/Senior Center except as indicated

- March 11
- April 8
- April 29 - IPMS-Seattle Spring Show - Renton Community Center
- May 13
- June 10
- July 8
- August 12
- September 9
- October 14
- November 11
- December 9