



IPMS Seattle News Seattle Chapter IPMS USA January 2024



In Pursuit of my Modeling Mojo

As these first days of 2024 roll by, I look across my workbench and see several builds that literally have dust on them. As an armor builder one might say that this is a good thing, but this is (real) dust, and it is *not* a good thing.

If I isolate a single model in the bunch, I can see that it needs perhaps another week or two of work and it would be done. In other words, none of these current builds have a reason to be in the condition they are in except for my lack of attention. Yes, I have been ill for six months now, but I managed to somehow complete 24 models in 2023 - a personal record. No – this is something else – *this is a loss of my Modeling Mojo*. And I sure hope this is temporary because I have wrapped so much of my life around a hobby that I enjoy more than any other activity I pursue.

There were some challenging times these last few months (in terms of my health) where I found myself dropping off the weekly Zoom sessions, but I have re-engaged these last two weeks for the simple reason of not wanting to ‘disappear’. The relationships I share with the folks in these sessions are important to me, and our discussions about modeling keep me connected, even though my hands remain on my armrests. In twelve weeks, I have completed, well *almost* completed, two builds. The halftrack (see image) still needs two coats of varnish and some metallic bling added to it. After my long absence from the meetings, these are the only two builds I will be bringing in. With my track record, that’s a big Wow.

So how do I turn this sad situation around? Well, first off, modeling is patient. It will wait for me, and be just fine. As long as my Co2 tank is turned off tight, and the billions (trillions?) of bottles of paint and supplies I own are properly closed, I have a good chance of picking up where I left off (assuming I have written down some decent notes somewhere, and I have). That’s easy.

The rest can be summarized by two simple words...‘Showing Up’. I will be coming to the monthly meetings again, and I find that there is a ‘positive pressure’ realized by the desire to bring something in



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for my friends to see – a motivation lost, at least for me, if I don't attend meetings. Next is that fact that we are entering show season; a swap meet in Vancouver, the NWSM 'Model Mania' at the Museum of Flight, our own IPMS Regional Show in Renton, the AMPS Show in Indiana, and, of course, the big cahuna, the IPMS Nationals in Madison, WI. *Showing up* is a simple concept, and for me, *key* to finding my elusive Mojo again.

I am not going to say that I can only be happy when I am modeling, but when I am properly engaged in this great hobby, I am happy. And that goes a long way to making everyone around me happy. Win Win.

See you Saturday, with big news regarding monthly mini-seminars, and we just might have another slug of model kits for sale as well!

Thanks, and Model On! *Eric*

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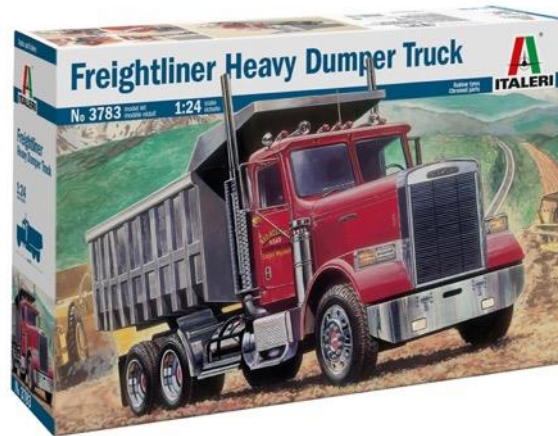
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[Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)

Italeri Freightliner Heavy Dump Truck

By Chris Martin



Summary

[This kit](#) represents a vehicle from the 1970's-1980's era as the dump body doesn't have a rear door and lacks a debris/dust tarp. Today vehicles like this are only seen in use in quarries and not on the road. If one were so including a rear door could easily be scratch-built from styrene sheet and strip and debris/dust tarp made from styrene rod and Kleenex for a tarp.

Background

The following is excerpted from the instruction sheet.

The renowned US Portland based company "[Freightliner Trucks](#)", which operates in the industrial vehicle sector and is owned by the automotive giant Daimler, is mainly known for being one of the key manufacturers of trucks used for "on road" transportation roles. However, it is also important to recognize the versatility and success over time, of those Freightliners that were dedicated to "heavy duties" jobs. In fact, market demand for "quarry and construction" vehicles saw strong growth in the late 1970s and early 1980s, subsequently impacting the production volumes of the main truck and heavy vehicle manufacturers. Freightliner designers have worked on the most suitable technical solutions to meet the needs of the construction market, namely, reinforced chassis and rear axles for greater payload, tough and sturdy tipping rear decks, optimized engines and transmissions for demanding loads and steep slopes.

What's in the Box

7 sprues of colored plastic (1 red, 1 silvery gray, 1 chrome, 1 dark gray, 2 black, and a dark gray dump body) each color individually bagged.

1 small bag with 1 sprue of clear parts.

A sprue with 10 rubber tires.

1 small sheet of decals

A 7 $\frac{7}{8}$ -inch by 13-inch instruction sheet that folds out four pages wide, printed on front and back.

The Instructions

The instructions consist of a 7 $\frac{7}{8}$ -inch by 13-inch instruction sheet that folds out four pages wide, printed on front and back. The first page has a brief description of the vehicle in English, French, Italian, Spanish, German, and Russian. The second page has the assembly warning, a parts map, picture codes, and decal instructions. The assembly warning and decal instructions are also in the same six languages

as the introduction. The top of the third page is the parts map for the dump body and paint colors. Colors are given by Federal Standard (FS) number and Italeri acrylic paint number. The bottom of page 2 is assembly instructions 1 and 2. Pages 3 thru 7 are the remaining assembly instructions. The bottom of the last page has customer contact information. The images are sharp and show the assembly as an exploded $\frac{3}{4}$ view.

Construction

I start all my builds by scrubbing the sprues with an old toothbrush in warm water and dish soap (Dawn) to remove any residual mold release residue. The assembly is broken down into four standard sub-assemblies, frame-engine-wheels, interior and cab, exterior details, and the dump body.

Chassis, Engine, and Wheels.

Like most vehicle models assembly starts with the main chassis. This is made up of standard two C-



channel side rails and cross-members. There are three identical mid-frame cross-members, two more in the rear and one in the front for mounting the engine. As with any model with separate side rails keeping the frame true and square is critical to a well-fitting kit.

Steps 2 and 3 cover construction of the front and rear axles, respectively. The front axle has several attachments that are heat flattened with a heated screwdriver (or equivalent) to create a steerable front axle. There is plenty of plastic sticking out to get a very solid flat head seal. Watch the orientation of part 18A

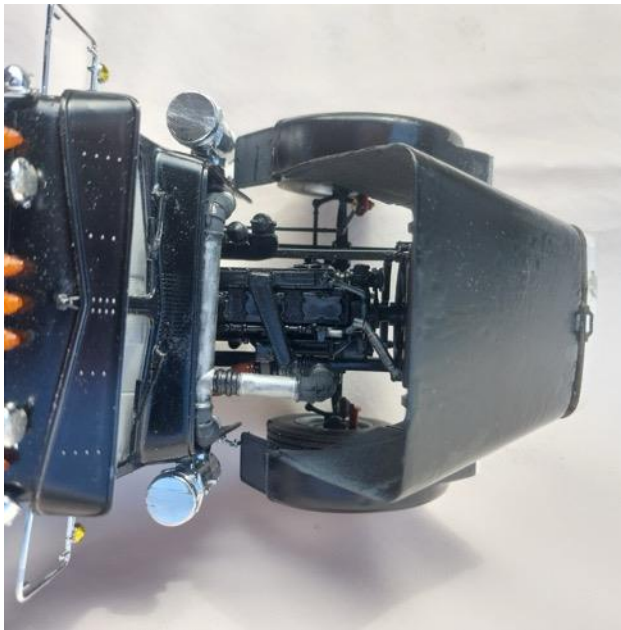
in the inset in Step 2 as it changes in later steps. It mounts with the elbow pointing forward.

The tie rod (parts 15A, 17A and 22A) goes to the rear of the axle (part 13A). Use care when melting the connections. There is plenty of plastic to allow a good flat head to be formed. I deviated from the instructions and attached the two-part radiator from Step 6 at this point so the completed frame and radiator could be painted.

Step 4 is assembly of the engine. The engine has reasonable detail, but diehard truck modelers will want to add wires and missing small parts. Part 77B and 78B attach by way of a half circle pin and corresponding hole. However, this results in the parts either attaching to the engine backwards or to each other upside down. I simple cut and sanded off the pin and glued them as a butt joint. This allowed it to be mounted in the proper orientation. I painted the engine gloss black then brush painted parts called out as other colors.



Step 5 is assembly of the tires. A nice touch here is that the tires are formed with the mold seam offset to one side, so there is no seam down the middle of the tire requiring clean-up. While this removed



having to clean up an often-contentious seam it does leave one side of the tire with a bit of a square edge instead of a rounded one. I found that putting that edge to the inside it was hardly noticeable.

Steps 6 and 7 mount engine and the remaining frame equipment to the left and right sides, respectively. Most of these parts are chromed and require careful removal of the plating to get and solid glue joint. Also note that the hub covers (parts 108A) are the same color as the cab.

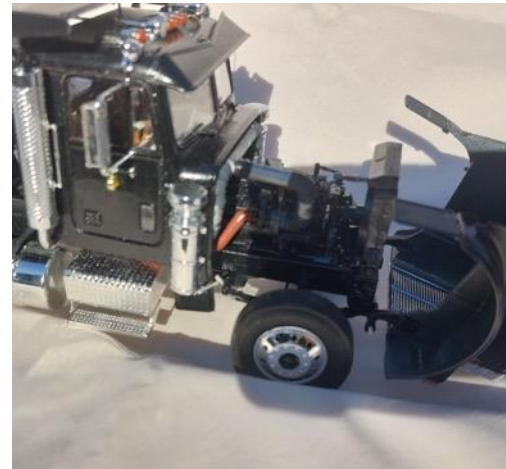
Interior and Cab

Steps 8 and 9 are assembly of the interior and cab, respectively. The floor (part 126D) should NOT be leather as called out. It should be the same color as the interior, as should the steering

wheel (part 131B), steering column (part 132B), and gear shift (part 133B). In step 9 the cab ceiling (part 150D) is called out as gunship gray, but references on line showed it to be leather like the seats and door panels.

The attachment of the roof extension (part 151E to the roof (part 150D) isn't clear. Part 151E attaches to the depressed front of part 150D.

I deviated in step 9 by leaving the windows out and only temporarily attaching the interior until after painting. Then I removed the interior installed the windows and glued the interior in.



Cab and Hood Mounting and Exterior Details

Steps 10 thru 13 covers mounting the cab and hood to the frame. In step 10 only cement the end of the hood pins (part 166B) that insert into the frame. In steps 12 and 13 only glue the hood latches (parts 188C) to the cab so that the hood can be opened. Also be careful when removing parts 170C from the sprue as there is a square pin that attaches the part to the cab (don't ask how I found that out). Again many chrome parts that need to have the plating removed from the gluing surface.



Dump Body Assembly

Step 14 is assembly of the dump body and attaching it to the truck frame. I found the sides of the one-piece dump body were slightly warped so I used a chunk of Styrofoam insulation to hold it square while I attached the strengthening ribs. To make sure everything stayed square I glued one side at a time clamped the ribs to the body and let it set overnight. I did both sides first, then the bottom, and finished with the

front ribs. I suggest gluing the overhang sides (parts 239M and 240M) to the overhang (part 232M) before attaching the overhang to the body. This made it much easier to impart the slight rearward tilt that the overhang has.

To attach the dump body to the truck frame I first glued the rear hinge (Parts 235M and 236M) to the rear part of the frame. I adjusted the dump body to be square with the truck and left it to cure overnight. Then I glued the piston assembly (parts (251M and 252M) to the frame. Be careful when gluing the piston frame that the piston assembly is either vertical or tilted slightly to back. Otherwise, the dump body will not operate properly (again, don't ask how I know this).



And with that I had a completed model of a heavy-duty dump truck that just needs final painting.

Painting and Finish

The chassis assembly and front and rear suspension and the radiator were painted as a single unit after completing assembly. They were first primed with Krylon Fusion All-In-One Matte Black paint + primer. This was allowed to cure for 24-hours. Check references as the instructions call for these to be flat black, but I found most truck frames had a semi-gloss appearance. In addition, the chassis can be painted the same color as the cab and hood. I painted the assembly Tamiya TS-29 semi-gloss black. After the semi-gloss black dried the red and gold brake cylinders were brush painted. The pneumatic cushions were brush painted a rubber black instead of the called out flat black.



The engine was primed with the Krylon matte black and sprayed with Humbrol Acrylic black gloss 21. Parts in other colors were brush painted.

In step 5 the parts called out as silver were primed on the sprue with Krylon Fusion All-In-One Matte Glacier Gray paint + primer. After the primer cured for 24-hours I painted the parts with Tamiya AS-12 Bare Metal Silver. The front hubs (parts 108A) are painted the same color as the cab. In my case Humbrol Acrylic black gloss 21.

In step 6 the drive shaft is called out as gloss red, but I painted it semi-gloss black to match the rest of the frame. Also, the exhaust pipe (part 105B) has no color call out. I painted it Model Master Acrylic Rust 1785. I also painted the exhaust header (part 75B and blower (part 78B) rust. In steps 6 and 7 the

fuel tank mounting brackets are called out as silver. Again, references showed these to be the same color as the frame so were painted semi-gloss black.

For chrome parts I highly recommend the purchase and use of the Molotow Liquid Chrome paint marker. It is an identical color to the kits chromed parts and is essential for coloring seam lines that have been cleaned up and the chrome removed.

In step 7 the mud flaps (part 125B) and the upper portion of the front mud guards (parts 117C and 118C) were painted rubber black. Taillights are called out as gloss red and gloss orange. Instead of using opaque gloss colors I first used the Liquid Chrome marker to color the light portion of the parts. I then applied Tamiya clear red (X-27) and Model Master Acryl clear orange (4625) over the silver. This gave a much more satisfying look to the lights.

Check references for interior colors. The instructions call out flat black, but references showed interiors from light gray to gloss black. I painted mine Model Master flat gull gray. For some contrast I painted the molded in floor mat flat black. The steering column has no call out but is also the interior color



The inside of the cab is called out as leather. I primed the parts with Krylon Matte Black. This was allowed to cure overnight. I then airbrushed the walls with Model Master Leather. The rear wall (part 141E) is not called out but references show it too is leather. After drying overnight, the leather was over-coated with Tamiya clear yellow (X-24), giving the leather a satin sheen.

In Step 9 I left the windows out and masked the openings. I also only temporarily installed the interior. I then primed the outside of the cab and the hood (part 152E) with Krylon Gloss Stone Gray ColorMaxx Paint & Primer and let it cure for 24-hours. I then sprayed on Humbrol Black Gloss 21 ... and disaster struck. The gloss acrylic apparently reacted with the gloss primer resulting in an alligator skin type crazing. A really neat effect, but not so much for a glossy truck finish. I had to use Testors ELO to strip the parts back to the original red plastic. I then re-primed with the Krylon matte black, let it cure and applied the Humbrol black gloss 21 with no ill effects.

In Step 10 the front mud flaps (parts 156B and 157B) were painted rubber black. References showed the flex connections on the breather line (attached to the cab and engine in step 10) are also rubber, so they too were painted rubber black. In step 12-part 172C is chrome, but should be painted the same color as the cab.

The dump body was painted in stages. The main body with the ribs attached was primed with Krylon matte black and painted Humbrol black gloss 21. The piston frame (parts 250M-253M) and rear hinge

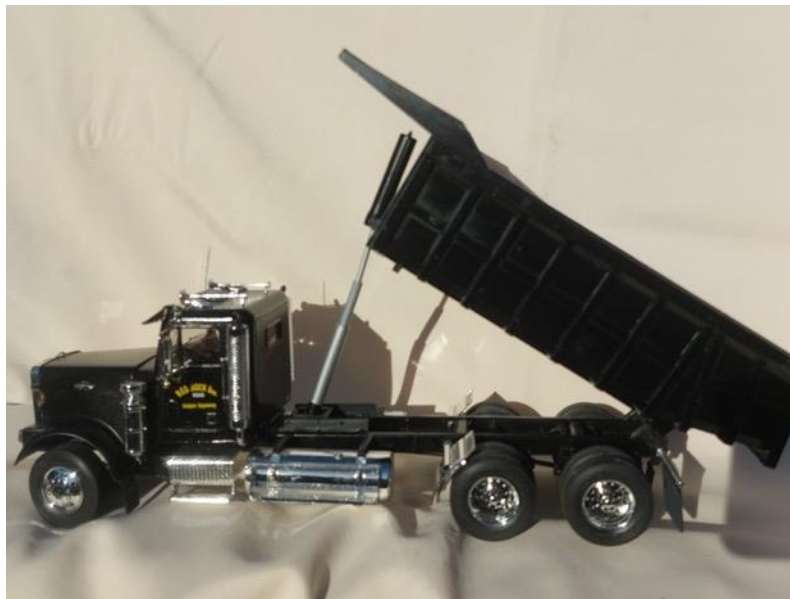
(parts 234M-236M) were also primed Krylon matte black but were painted with Tamiya TS-29 Semi-Gloss Black to match the frame. The upper piston cylinder (parts 242M and 244M) and lower piston cylinder (parts 248M and 249M) were primed matte black and sprayed Humbrol black gloss 21. The pistons themselves (parts 243M, 246M, and 247M) and the portion of the lower piston housing covered by the upper housing were painted Tamiya AS-12 Bare Metal Silver.

Clear light lenses in steps 12 and 13 and the light on the mirror brackets (Parts 189C and 191C) are called out as opaque gloss colors (yellow and orange). Instead, they were brush painted with Model Master Acryl Transparent Clear Orange (4625) and Tamiya Clear Yellow (X-24).

Decals

There are minimal decals involved. Only license plates, a company name and a couple of Freightliner decals are all that are included. I used the Red and Blue MicroSol/MicroSet products to apply the decals without any problems. Once dry, I gave the cab and the hood a coat of Humbrol Gloss Varnish to seal the decals.

Conclusion



This kit is simply the Italeri Freightliner tractor with the addition of a dump body. This is evidenced by the unused parts such as the fifth wheel and plate, and bed for a sleeper. However, because this is based on an over-the-road truck many of the details are not really applicable to a short haul dump truck. The most obvious being the dual 100-gallon fuel tanks and dual battery boxes. Looking at real trucks and online references the drivers' side fuel tank could be reduced by half and the passengers' side fuel tank left off all together and replaced with a simple scratch-

built toolbox.

In addition, the instruction colors simply repeat the color of the plastic. Dump truck cabs and hoods come in all variety of colors. The dump bodies also vary in color from dark gray to gloss black. And, to top things off, although most trucks have a semi-gloss black frame this is not set in stone. Some trucks have frames the same color as the cab and hood.

I recommend this kit for a modeler at any stage. The pre-colored plastic is great for a beginner just learning about gluing parts. Intermediate modelers will want to paint the plastic the color of their choosing. And an advanced modeler could add detail to the engine and modify the fuel tanks. The build was easy and straight forward with only a couple of easily caught glitches.

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

Beemax Brabham BT52, Monaco '83

By Elbert Lin



The Brabham BT52 (source: Wikipedia)

For the 1983 Formula 1 season, two major regulation changes were mandated by the [FIA](#) (Fédération Internationale de l'Automobile). First was a banning of [ground-effect](#) cars, which meant that all cars had to have a flat bottom to reduce cornering speeds. The second was refueling stops were introduced after successful experiments in the 1982 season.

The [Brabham F1](#) team found itself 6 weeks before the start of the season with cars that no longer met



regulations. Chief Designer [Gordon Murray](#) went to work, creating the BT52. Through clever interpretation of the regulations, he designed a car with a unique arrow-shape that had short, angular side pods containing the radiators, with most of the weight in the rear of the car for better traction. Large front and rear wings contributed to try and re-gain lost downforce. Carbon monocoque and aluminum construction were used to reduce weight. And, taking advantage of in-race refueling, a smaller

fuel tank was used, again to lower race weight.

The BT52 was powered by the four-cylinder, single-turbo BMW M 12/13 engine, which produced an estimated 1,280 bhp (950kW) in qualifying trim, and 850 bhp (630 kW) in race setting.

Drivers [Nelson Piquet](#) and [Ricardo Patrese](#) took the BT52 and its updated version the BT52b to a total of four wins and two poles during the 1983 season, and Nelson Piquet took his second Drivers' Championship that year in the BT52.

For an example of the glorious sound of a 1,280 bhp BMW turbo-four in action, [click here](#).

The Kit

[Beemax](#) is a small model manufacturer located in Macau. They specialize in automotive subjects, producing 1/12, 1/20, and 1/24 kits of unique subjects. They currently have a “cooperative partnership” with the Japanese manufacturer/distributor [Platz](#), and had a tie-up in the past with [Aoshima](#) who are known for their extensive line of auto model subjects. Their launch of 1/20 scale F-1 cars was greeted with much enthusiasm in the community, as new releases of “classic” F-1 car subjects was until then limited mostly to resin manufacturers, with high price points.



The 1/20 scale BT52 kit was released in 2017, and consists of 6 trees of black plastic, the upper body in white, the car floor and monocoque in black, a clear tree, and rubber tires. The kit itself seems to be out of production, (but wait, looks like there will be another production run check [here](#)) but still available on auction sites. Two decal sheets are included, most of which are taken up by blue decals for the body and rear wing. The decals are clean and on register, and

feature very fine pinstriping. There is no decal option, unfortunately, for painting the blue and applying the white “Parmalat” decals. To do this you will have to source third-party decals, which at this time are out of print but available on various auction sites. The [instructions](#) are in English and Japanese (reflecting the partnership with Japanese manufacturers), with call-outs for Gunze Hobby Color and Mr. Color paints.



There are also numerous call-outs for use of the [BT52 Detail-Up](#) kit which was sold separately. This kit consisted of carbon-fiber decals for the car floor and monocoque, as well as three photo-etch sheets for various parts such as radiators, engine details, and a unique paint stencil for the “5” and “6” that was painted on the radiators. This kit also includes hose connectors of various sizes and fabric for seat belts for those who really want to super-detail.

The Build

The parts molding is fairly clean, however there are a number of mold lines on very small parts (particularly the engine and suspension) that require clean up. There are also a number of very prominent ejection points on large parts like the inside of the engine compartment floor and small parts like the side mirrors that need filling. Surprisingly there was a lot of flash here and there, much more than expected for a modern kit.



The instructions follow a sequenced path based on sub-assemblies that are combined at the end. These major sections are the engine/transmission, the monocoque, the floor, body, and the front/rear wings.

The issue with this type of assembly is that in order for all the sections to fit together at the end much time must be spent checking and re-checking fit as the sections are constructed. In particular the mounting of the springs, engine exhaust and turbos are problematic, and I left those un-glued until final assembly.

One odd design choice is using fitting pins as the point of sprue connection for many parts. If you're not careful, you will cut those off when removing the part from the sprue, only to find you have lost the pin that is supposed to go into a guide hole. Speaking of guide holes, the guide pins are almost universally too large for the molded-in holes, requiring lots of pin-vise work.

For the most part the build was fairly pain-free. I used many parts from the Detail-up kit, in particular the carbon fiber decals and photo-etch details. The call-outs for these parts in the instructions were fairly clear and the fit was good.

Paint and Decals

As with most car kits but especially F1 cars, there is a lot of painting to be done in parallel with construction. This is one area where the instructions really let the builder down. The paint call-outs were vague and unclear. For instance, the carbon fiber decals from the Detail-up kit around the fuel



tank and around the front suspension are totally different color and pattern, yet the paint instructions are vague, with one color call out only. There are many instances where one color is called out for a large part, leaving the builder to guess if that means the whole part or not. The color labeling system is based on Gunze paint numbers, so be familiar with those.

Body painting is straightforward being all white, as are the front and rear wing parts as Beemax only gives you sponsor markings embedded in Brabham blue decals.

However, for parts that area all blue I used

paint from the Japanese car model shop [Finishers](#) that offers its own line of lacquer paints for car modelers to use as a base instead of white, in case the decal didn't quite cover or wasn't solid enough. Engine and monocoque were coated with Gunze Semigloss.

Decal application was mostly pain free; the main challenge was applying the blue w/blue pinstripe decals. The blue decals are applied over parts with compound curves, where liberal application of Micro Sol combined with active working with brush and Q-Tip helped work the decal and remove most bubbles or areas where decal bunched up. In cases where a small area of decal failed to set properly, I used Gunze Mr. Mark Softer to zap it, as I find the formula is stronger. For the most part this





worked, however I still managed to screw up a couple places which always happens to me with large color decals.....

Once decals were applied and dried, a couple coats of Gunze UV-Cut Gloss

were applied, followed by light sanding and 3 rounds of buffing compound. Then the sub-assemblies were carefully put together. With the engine, monocoque, and suspension below the body it is a very tight fit, one that will require super glue to keep the top body down tight.

Conclusion

The BT52 kit builds up into a great representation of a very unique car, one that many had only dreamed would ever be done in plastic. There were a number of rough spots, in particular with final fit and blue body decals. Recommended for experienced and patient modelers.



Magic Factory F4U1A/2 Corsair

By Bob LaBouy



Overall Evaluation

'Move over, there's a new sheriff in town' – at least as quarter scale Corsairs are concerned. As I have built this F4U-2 kit, I am overjoyed with the kit's attention to details and overall accuracy. As I previously said: Almost any way you slice it, this is a beautiful kit! **And**, for the price, you receive two beautiful Corsair kits. These kits are highly recommended both for newer builders interested in the Corsair as well as those who felt the best such kit was the other Japanese company. Now we have a higher bar and it's a great set of Corsairs.

Now, as for the review itself.....

A Very Brief History the Corsair [from manufacturer's website]



"F4U Corsair is a famous carrier-based fighter aircraft deployed by U.S. Navy in WWII. With the first prototype manufactured in 1940 and final variant produced in 1953, it has the longest production run of any U.S. piston-engined fighters.

F4U is a single-seat, single-engine and inverted "gull wing" fighter who is renowned for its good performance, speed, ruggedness, and firepower. It is the first fighter

in US with a speed over 640km/h and one of the fastest piston-engined fighters. Beside air warfare, it also could be used in tactical bombing. F4U-1A is an upgraded variant of F4U-1. The most notable distinction from F4U-1 includes lifting the pilot's seat by 18cm, replacing the -1's "birdcage" framed canopy with a semi-bubble canopy, retaining only two frames on either side and a distinctive metal hood over the pilot's head. Thus, the pilot's overall visibility was greatly increased. Furthermore, based on actual experience of F4U-1, F4U-1A also removed top cowl flaps of cowling and replaced the open window in the floor of the cockpit with a metal plate.



The initial design of night-fighter Corsair was finished in Dec 7 1941, the date of Japanese' surprise attack on Pearl Harbor. The first prototype, designated XF4U-2, was modified based on a F4U-1 of first mass production and took its first fly. A total 32 F4U-2s were converted from F4U-1s at Naval Aircraft Factory at Philadelphia. The F4U-2 has an AIA radar antenna mounted in a radome, placed two thirds of the way along the starboard wing. The outermost machine gun was removed from that wing to help balance the additional weight. The AIA radar system is capable of searching

enemy fighters within a range of 6km. Moreover, F4U-2 was also equipped with a flame hider, radio altimeter, radar beacon responder, and autopilot, improved the lighting system, and replaced the standard high-frequency radio with a very high frequency radio."

Caveat: There is also a small historical summary detailing a more complete history of the F4U aircraft with the kit's instructions. I know my eyes are not good as they used to be, however I had to hold this informative outline and almost every other part of instructions up to closely to my OptiVisor just to read them. The details are all there, but they are very small and very finely printed.

This Kit

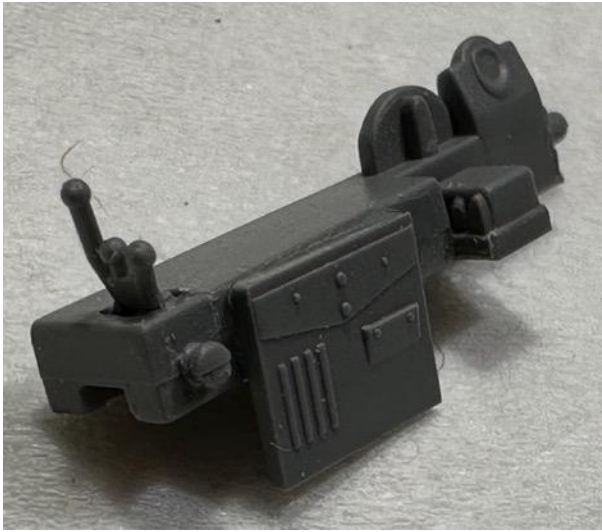
Almost any way you slice it, these two beautiful kits! I know the grammatical police with jump on this statement, however there are two entirely separate kits for your money, creating a great buy. Especially when you consider the various competitor's kits e.g. Arij, Academy, Airfix, Bandi, Monogram, Hasegawa, Heller, Hobby Boss, Hobbycraft, Idea, Lindberg, Matchbox, Minicraft, Otaki, Revell, and Tamiya (which is not an exhaustive listing of the quarter scale kits of the venerable Corsair).

Of interest to many newcomers to the Corsair is why the 'gull wing' configuration looks the way it does? The answer was the wide arc of the F4U's propellor and the need to insure deck or ground clearance.

I suspect there is no aircraft as better-known than the unique gull winged Chance Vought, at least from this Navy centric modelers viewpoint. In my opinion the F4U is the iconic naval aircraft of WW II and the Korean war.

You are greeted by a well-illustrated 26-page instruction booklet depicting the four aircraft (which have the beautiful Cartograf decals provided), and four full color illustrations with decaling notes for

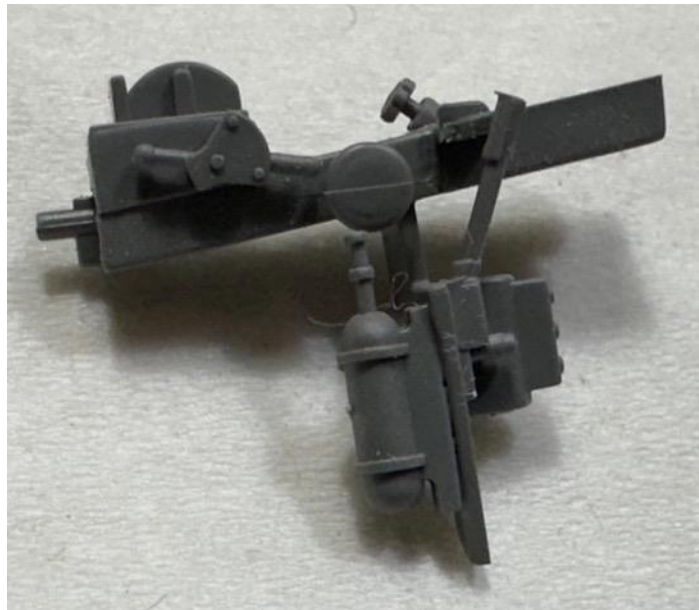
the four aircraft as well. From my count, there are a total 28 sprue sections, two cockpit masking sets, two small photoetch and a decal sheet in each kit.



While the instruction drawings are all in black and white, these illustrations are three dimensional and provide for guides for both unfolded and folded wings. The kit includes interior details where potentially visible and exterior surface detail with cockpit details provided whether using the provided decals or possibly third party 3-D decals (not provided in the kit). I don't believe such fine details and highly detailed engineering has been aside from such kits as Arma and FineMolds. Using my Optimisor, I am very impressed with the

small rivet details on the fuselage and wing surfaces. Even the flare pistol along the cockpit wall is a separate item.

As I have only started my construction, several noteworthy aspects of the Magic Factory are clearly evident: there is no flash evident and if you're using a good pair of nippers, you'll have little sanding to clean up any connection points (though the engineering took this into careful consideration and so far, the attachment points are all 'behind the scenes.' The fit is also great: There are a number of very tiny parts (almost all of tree #G), each of precisely fits the intended hole or location.



I began by trying to build both kits simultaneously but quickly came to my limited senses and decided to tackle the 'birdcage' F4U 2 aircraft, as this is a subject I have yet to tackle in earlier builds.

The Build

The key detail features include the following:

- Open gun bays
- Possible wings, elevators, and flaps
- Very accurate wheel wells
- Detailed engine
- Detailed cockpit
- Separate mask sets for both the F4U and -2 a/c
- Small PE fret, which for the first time I've seen, no attachment points requiring filing or sanding—impressive in its own rights

An interesting feature of this kit is the minute engineering detail contained throughout the kit. I am

hopeful that some of the detailed construction close-ups more clearly demonstrate the exceptional surface details and the forethought in the interior details shown.

Assembly of the fuselage halves requires some dexterity, some juggling of the halves and some finagling to achieve the close fit that the engineers have sought to achieve. My first serious issue arose as I installed the bullet proof shield (part I-4) and then attempted to place front wind screen (part I-1). I couldn't make this combination fit and had to remove and modify the base of the bullet proof shield to insure what I believe is correct. The engine assembly is also mastery itself, with 14 parts combined to replicate the P&W R-2800-8 Double Wasp twin row 18-cylinder engine with its distinctive top mounted twin distributors.



The next major component is constructing the wings and the a/c gun bays and the six .30 cal. machine guns. As you can see from my small images, the bays show a great number of details, sadly all of which little shows when the wings are assembled. Another problematic spot (at least with my rudimentary skills) were the wing tip lights—they are very small and positioning them was

challenging to say the least. Another seemingly minor note: with the radar intercept antenna housing added to the starboard wing the outer .30 gun should be removed to offset the weight of the radar housing. A further note illustrating the high degree of engineering is shown in this kit's inclusion of the specific pieces such as the unique dash and the gun plug covering omitted the .30 machine gun.

I ran into my first major construction glitch when working to meld the wing structure to the fuselage. I am not certain where I ran off the tracks, but I couldn't force the wing structure into the fuselage, without performing some serious cutting to remove the protruding fuselage inner pieces, which in turn allowed for a fit... of sorts. This resulted in a sizeable gap around the wing roots. I know the interior components fit just right and were a perfect match for fuselage interior, leaving me wondering where I went wrong. I never did see where I created this series of related errors, as I



am sure this problem was of my own creation (@*&#+*^@_!).

Another example of Magic Factory's attention to detail is shown when building the propeller assembly, consisting of five parts. There is a very tiny tab at the end of each propeller blade which assures each blade is aligned perfectly.

I did encounter several hurdles when attempting to understand the kit's instructions. For example: in sequence or panel #33, in which I found the printed guide to be almost unintelligible. Not only

are the drawings not at all clear leaving me to just guess where the parts #A1, A2, B21 and B11 should be placed.

You should also refer to several reviews available online, not all of which feel this is ultimate Corsair kit (due in large part to the surface of the kit and or the location and depth of the rivets).

Painting

Painting references are provided for AK, Mr. Color and Tamiya, though I expect most modelers will find the basic three-color navy colors across most paint lines.



I've begun the sometimes-arduous transition to water-based paints, and one again am thoroughly impressed with the results using the Mr. Hobby Aqueous paints for all the exterior and most of the interior painting. It lays down beautifully, dries quickly and provides a hard surface. I used a small amount of Walters

Solvaset #904-470 and Microscales Micro Set #MI-1, both of which provided close fitting adhesion when dry and no problems with either product.



This includes White (H-1), Intermediate Blue (H-56), Navy Blue (H-54) and Interior Green (H-58). Additional small surface details were picked out using a variety of acrylics. Mr Metal Primer-R (MP-242) was used to provide a paintable base for subsequent PE



surfaces. As I painted the white, I quickly realized that I may have over thinned it and found that several light coats would provide the complete coverage required. In the final painting I found each of these colors were dry to the touch within 15-20 minutes and when left overnight were hard as a rock.

I used Mr. Hobby's Aqueous Hobby Color Thinner (T-111) to ensure the correct chemical mix (though I've also read about other thinners being used or attempted including such products as everything from rubbing

alcohol to gin or vodka) (I should admit that I have been trying some of these latter named products with some success (with gin winning hands down) --though not with the aqueous paints being thinned.....). I thinned using the T-111 about 20-30%.

Decals

While not exactly decals, I feel some mention is due about the very accurate pre-cut stencils. They are excellent fit the windowpanes exactly where needed.

As for the decals themselves, you are provided with a variety of markings on a single sheet produced by Cartograf in Italy. Of the four sets decals provided I chose to finish my F4U-2 in what I felt most appropriate, an aircraft flown in the combat over Kagman Airfield, Saipan in April 1944 (where I was a dependent from 1947-49 and had a great opportunity to see and climb around the many wrecked Japanese aircraft then stacked around the island's airfields—what I wouldn't give now to roam around with my adult eyes and interest in those aircraft).

The detailed printing on these sheets is all in register and complete down to the last details for the four squadrons shown on the two large three-color fold-out prints. And as I type this, I am willing to bet there are many more decals for these two a/c headed our way.



Checklist for Completing a Model

By John DeRosia

There is a reason the FAA requires pilots to still use a checklist when operating an airplane. No matter how many times you have done something, I find the more I do it, the more likely I am to forget something. For a big airliner – you don't want this happen when you are flying on that aircraft and the pilots forgot to activate the 'Thing-a-Ma-Pooper-Trooper-Zooper' important switches.

This is the case with model projects I work on. As I near the completion stage, there are items I have done so many times, I still forget an item or two.

I therefore started a 'Completion Check-list' (see my example list) as the excitement builds to write another model off as '100% done – signed sealed delivered'.

Feel free to use my checklist if building wheeled vehicles or create one for your type model project. I made copies so each model in work has a list for it. Sometimes it's the simple things that make a model project come together.

Enjoy your plastic project!!!

A similar checklist may come in handy as you approach the finish line in completing a wheeled vehicle. I use this for my 'shiny' civilian cars and trucks. Your list may vary depending on you model project.

Model Completion Checklist (Not in any order of importance)		
Item	Done: Yes / No / ✓	Comment
Antennas		
Clear Acrylic on Lights		
Decals		
Door Outlines / Hood Black Lines		
Fog Lights on Roof		
Fog Lights Wiring		
Headlights / Tail-lights' / Side Lights		
License Plates		
Silver Touch-ups		
Weathering		
Etc.....		

Other Modeling from Around the Sound...

Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers \(nwsm.club\)](http://NorthWestScaleModelers(nwsm.club))

Seattle Armor Modeling and Preservation Society (AMPS)

The Seattle Chapter of AMPS holds monthly meetings and occasional build sessions that modelers of all genres are welcome to attend. Please see their Facebook page for more information.

Galaxy Exiles Sci-Fi Modelers

The local Sci-Fi modeling community is served by this club located in the North End. Modelers of all genres are welcome to attend. For more information, please contact John Morel at johncmorel@gmail.com or see their Facebook page for more information.





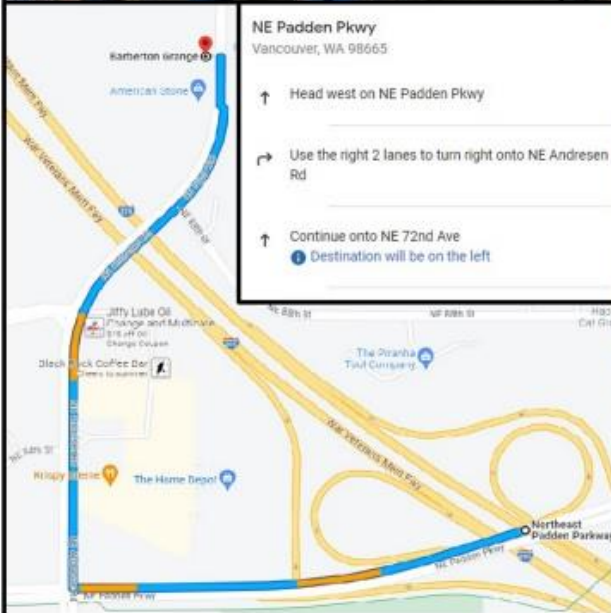
The Sprue Man Group presents The First Annual

MODELERS SWAP MEET

Saturday, February 10, 2024 ~ 10 am to 3 pm

Free Admittance!
Free Parking!
People's Choice Model Contest!
*(in cooperation with Oregon Mid-Valley Modelers;
awards sponsored by HobbyTown USA)*
Food Available!

**Thousands of kits,
Upgrades, resin detail
sets, photoetch and
decals to choose from!
All genres, there is
something for everyone!**



The Barberton Grange
9400 NE 72nd Ave, Vancouver, WA 98665

2024 Model Mania!

February 17 - 18, 2024 | 10 AM-5 PM
The Museum of Flight



Display: Experience a vast array of scale model aircraft, cars, tanks, ships, figures, sci-fi and more at one of the largest model exhibitions in North America! This year's Special Displays are the **World of Gundam II** and **Made in Washington (Heroes and Material)**.

Make and Take: Saturday will feature a Gundam Make'n'Take sponsored by www.ibuildrobots.ca

Seminars: Learn about the art and craft of scale modeling! Seminars on both Saturday and Sunday.

2024 marks the 33 1/3 Anniversary of NorthWest Scale Modelers presenting shows at the Museum!

AND MORE... Check The Museum of Flight Calendar for updated information!
www.museumofflight.org/Plan-Your-Visit/Calendar-of-Events



A display model gets you in FREE!

(Want to show your models? See reverse for info.)

Thanks to our supporters:

Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

Presidents Day Weekend Sale!



www.modelpaintsol.com

For more information about the show and NorthWest Scale Modelers, visit www.nwsm.club
Questions? Contact Jim Bates (rcaflawyerpilot@gmail.com)



THE MUSEUM OF FLIGHT

Exit 158 off I-5 • Free parking

9404 East Marginal Way, Seattle, Wash. • (206) 764-5720

Open daily 10 AM - 5 PM • www.museumofflight.org

ZOOM!

During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest way? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. *We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits.* We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a *wealth of experience who can help solve just about any model-related issue.* And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle, WA IPMS 2pm – 5pm [LINK](#)

Tuesdays: Salem, OR IPMS 6pm – 10pm [LINK](#)

Wednesdays: Seattle, WA IPMS 2pm – 5pm [LINK](#)

Thursdays: Seattle, WA IPMS 2pm – 9pm [LINK](#)

Albany, OR IPMS - Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. [LINK](#)

Saturdays: Salem, OR IPMS 6pm – 10pm. [LINK](#)

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.

January 13, 2024

February 10, 2024

March 9, 2024

April 13, 2024

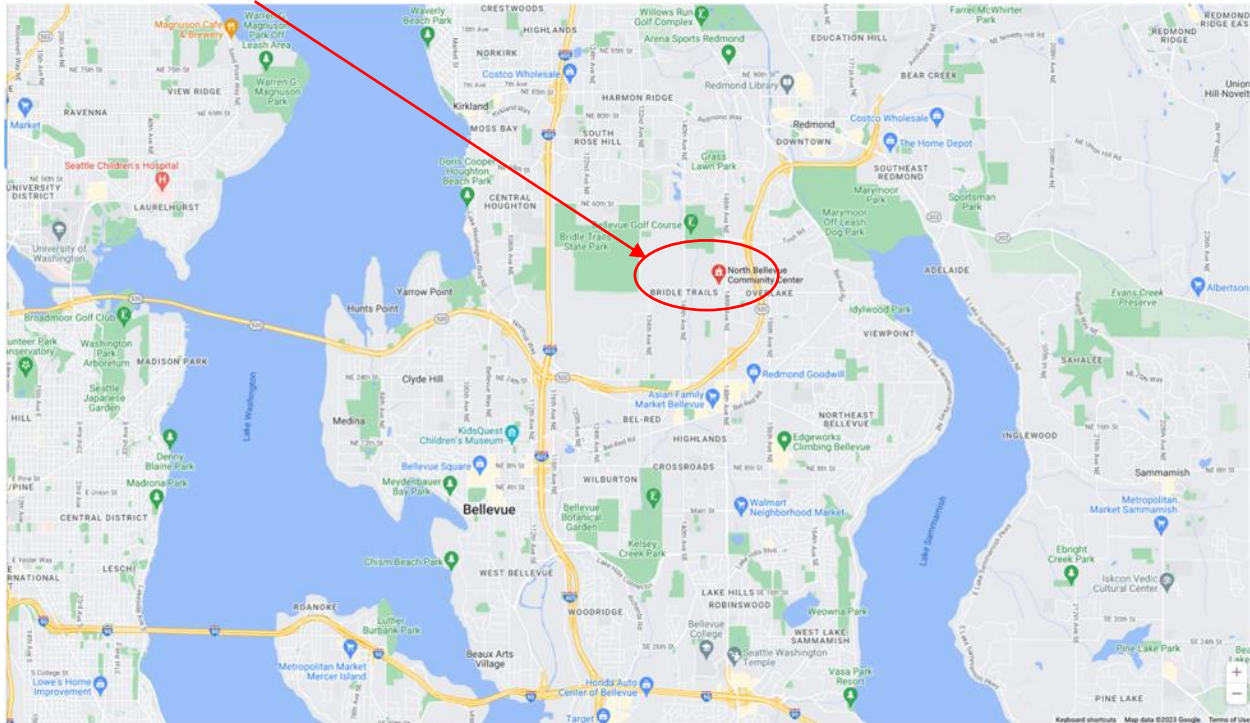
Next Meeting: January 13, 2024– 10:30 AM to 1:30 PM

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

Map Link: <https://goo.gl/maps/RSgcMggWNBmTUe6T9>

Site Link: [North Bellevue Community Center | City of Bellevue \(bellevuewa.gov\)](http://North Bellevue Community Center | City of Bellevue (bellevuewa.gov))

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.

Join IPMS/USA



Why Join IPMS/USA?

IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing five decades, IPMS/USA has become a 4,600-member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

Join Online (<https://myipmsusa.org/join-us>)

MODEL PAINT SOLUTIONS

Model Paint Solutions specializes in tools for handling, storing, mixing, spraying, and finishing model paints. We carry quality scribing tools, abrasives, Mission Models Paint, the full line of AK Real Colors, and German-manufactured Harder & Steenbeck airbrushes and parts. All Seattle IPMS members can take advantage of **5% off** and **Free-Shipping** on any orders delivered during the monthly IPMS meetings. Details provided at the meetings.

Model Paint Solutions (<https://modelpaintsol.com/>)