

Seattle Chapter News



Seattle Chapter IPMS/USA
August 2007

PREZNOTES



Well, the IPMS National Convention is a little over two weeks away. For those that are going to attend the “big show” I hope you have all your models done, but if you are like me, probably will be working on things ‘til the last possible second. The project I’m trying to complete was not the one I wanted to take to Anaheim, but is an easier model to complete. I’m of the age and mindset that if it doesn’t get done I’ll probably pack a few that I’ve had sitting in the case for a while anyway.

For those of you that participated in the Schneider ‘49 project and haven’t turned your models over to Tim, Carl, or myself, please make sure that you bring them to this meeting so that we can take them to the convention and enter them as a group build.

If you are not going to be able to attend the national convention, don’t forget the OHMS show in McMinnville on September 15, or the IPMS Vancouver (B.C.) show on October 6. Also, you have only four months to complete your 1/72nd scale Spitfire for our December meetings’ contest. And next time you are at your local hobby emporium, don’t forget to pick up a 1/72nd An-2 for the Spring Show Modelfly category!

I generally don’t get off topic too much, but a few weeks ago, Jill, my oldest son Colin, and I attended the wedding of one of Colin’s childhood friends, Mike. It was a very nice, simple service and only after they were officially married I discovered that the person Mike was marrying was the great granddaughter of JAMES H. DOOLITTLE. I had never made the connection beforehand, even though the brides name was Jonna Doolittle (who we’ve known for two years and never made the connection). After the ceremony we had the opportunity to meet most of the Doolittle clan, including John Doolittle, James’ son, John’s wife Priscilla, General Doolittle’s grandson Peter and grand-

daughter Jonna Doolittle Hoppes, and other family members, including the newest Doolittle, five-week old Jackson. Fortunately, we had quite some time to talk to them (mostly about the Tokyo raid and Jonna Doolittle Hoppes’s book *Calculated Risk*) before dinner was served and what a very nice family they all were. What an amazing day.

Gotta go, it’s time to put another layer of paint on my “convention project”...

We’ll see you at the meeting,

Terry

Editor’s Note

For the first time in my almost ten years as newsletter editor, this issue does not contain the regular 16 pages. This is due to two factors. First, a serious ongoing family medical emergency prevented me from spending as much time on the newsletter as usual; and secondly, a lack of submitted articles for this issue. I’m constantly amazed by the quality and quantity of articles submitted to the newsletter, but we came up a bit short on the latter this time. I plan to return to 16 pages next month.

In This Issue

Wyvern: From the Cockpit	3
Tamiya KV-1	4
Upcoming Shows	5
Trumpeter 1960 Pontiac Bonneville	6
Hurricane Bookshelf: Their Finest Hour	7
Alenger Typhoon Class Sub	8

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IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <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 10:00 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. Dues are \$24 a year, and may be paid to Spencer Tom, our Treasurer. (See address above). 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. Any Word or WordPerfect document for the PC would be suitable for publication. 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 425-823-4658 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 2007 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

August 11
October 13

September 8
November 10

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M LAST
 Address: _____

 City: _____ State: _____ Zip: _____
 Signature (required by PO): _____
 Adult: \$25 Junior (17 years old or younger): \$12
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)
IPMS/USA P.O. Box: 2475
 North Canton, OH 44720
 Check out our web page: www.ipmsusa.org

***Wyvern: From the Cockpit No 1*, by Michael J. Doust**

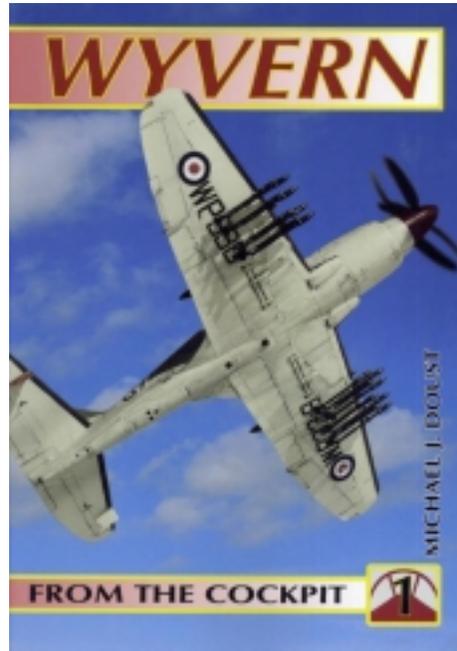
reviewed by Robert Allen

In some ways, reading about a mediocre aircraft can be more interesting than reading about a great one. There's a limited number of ways that pilots can express affection for aircraft such as the Spitfire or F-86. An aircraft like the Fleet Air Arm's Westland Wyvern, which suffered a protracted development, and had a short but eventful operational career, offers far greater scope for dissenting views. While author Michael J. Doust (himself a Wyvern pilot) states in his introduction that the Wyvern was "enjoyed by all who flew and went to war in it," a closer look at the comments provided by other pilots indicates that was not exactly the case.

Wyvern: From the Cockpit No 1 is the first in a new series by Ad Hoc Publications (who are responsible for the excellent Aeroguide series) looking at aircraft from the perspective of those who flew and maintained them. This is not a history of the Wyvern per se (although a short development and service summary is given), but a collection of essays from 13 men who flew or worked on the aircraft, about their experiences. The 68-page book is printed on glossy paper, with many well-printed photos (all black-and-white except for the cover shot), and includes a two-page full color four-view drawing, with two additional pages of color profiles. All of the units that operated the Wyvern are covered in the text, with information given on commanding officers and deployments.

The Wyvern was a post-WW2 carrier-based, single-seat strike fighter of which even the author admits, "Had it not been for NATO's requirement for the Royal Navy to have two torpedo fighter squadrons, it would doubtless have been put to death during feasibility studies." The engine originally chosen for the Wyvern was the piston Rolls-Royce Eagle, but service versions had the Armstrong-

Siddeley Python turbo-prop, driving two four-blade contra-rotating props. No Python-powered Wyverns are still in existence, the only survivor being an Eagle-powered TF.1 in the Fleet Air Arm Museum, as seen below. The Python was "designed for steady, long-haul flights, and not for fighter tactics during which a



pilot would often demand rapid changes of power output." The outer wing tips folded down, directly above the canopy when the wings were fully folded, and many a forgetful pilot managed to bang his head on them when getting out of the cockpit! Its long nose made it hard to land on a carrier. There is one amazing photo in the book of the aftermath of an accident aboard *Eagle* in 1955 when a Wyvern crashed into the ship's funnel; part of the port wing is stuck

half-way up the funnel. One pilot sums up his feelings about the aircraft with the thought, "I think we should have bought the Skyraider."

In spite of its faults, the Wyvern was still regarded with some affection by many of the pilots interviewed, which goes to show how selective the memory can be. To be fair, it performed well in the one combat operation it was involved in, the 1956 Suez Crisis, and two of the pilots who flew missions give their recollections.

Although not intended directly for the modeler, there are many photos that will be very helpful in making either the 1/72nd or 1/48th Trumpeter kits of the Wyvern S.4 (or the Classic Airframes in the larger scale, if you prefer). There are several shots of the cockpit and ordnance variations that show clear details.

I'd recommend this book highly, for the approach it uses, the opportunity to read about a subject usually ignored, and the excellent presentation.

My thanks to Ad Hoc Publications for the sample copy.



Tamiya 1/48th Scale Russian KV-1 with Appliqué Armor

by Andrew Birkbeck

When the Germans invaded the Soviet Union in June 1941, the discovery that the Soviet Army was equipped with advanced tanks such as the T-34/76 and the KV-1 and KV-2 heavy tanks came as a very rude surprise to the German troops and their commanders. In particular, the KV-1 and the even more monstrous KV-2 were tough nuts for the AP shells fired from the German front line tanks to crack, so key an element to the success or failure of their Blitzkrieg battle tactics. As a result, the Germans turned to using their 88mm anti-aircraft weapons as anti-tank guns, and these were soon knocking out the Russian armor almost at will.

Because of the 88mm Flak gun's deadly accuracy and hitting power, the Soviet commanders in turn cried out for some sort of upgrade that would (hopefully) blunt the German's increased firepower. The factories that produced the KV-1 tanks were incapable of producing armor exceeding 100mm in thickness, and so improvised a "solution" to this production failure by producing additional armor plating to between 25 and 35mm in thickness, and bolting these onto KV-1s that were being sent back from the front lines for maintenance and repairs. The original bolt on installation process was subsequently changed to weld on armor plates for more efficient production later in the war.

Tamiya released a "standard" KV-1 kit about a year ago, and a KV-2 which used the same chassis as the KV-1. Both kits are nothing short of superb, being nicely detailed and a breeze to assemble. This new release, Kit 32545, provides the modeler with an exact duplicate of the earlier KV-1, with an additional "D" sprue supplying the appliqué armor parts. As with the original tank these are simply

added onto the outside of the turret and hull in various places.

As is standard with Tamiya's 1/48th Military Miniature Series, the KV-1 w/ appliqué armor kit starts construction in Section 1 with the cast metal lower hull. However, the hull for the KV-1 and KV-2 is by far the best detailed of these hulls, and if there is one area of this range that in my opinion needs improvement, it is this hull detail. Onto the metal lower hull are glued the first four pieces of the appliqué armor, parts D10 through D13. Tamiya very thoughtfully provides the modeler with attachment location templates, marked "Front" and "Rear". By carefully following the excellent Tamiya instructions, the modeler should have little difficulty lining up these four parts. Superglue will be required to allow for the bonding of plastic to metal parts.

Moving onto Sections 2, 3, and 4, the modeler assembles the various road wheels and drive sprockets and idler, and attaches them to the lower hull. The mounting arms for the road wheels are cast onto the hull bottom, and the wheels fit very snugly to these arms for improved ease of alignment. Again super glue or two part epoxy will be needed to attach the plastic wheels to the cast metal arms. I myself am a great fan of two-part epoxy, as it gives me time to align the wheels and make sure they are all sitting level on the ground.

In Section 5 it is time to attach the tracks, and as is usual with Tamiya's 1/48th range, these are link and length injection molded tracks. Tamiya calls out a specific order of attachment in the instructions, and following these notes, the modeler should have no difficulty attaching the tracks to the model. KV-1 tracks are big and beefy, making them much easier to handle than, say, the tiny tracks from Tamiya's 1/48th Cromwell tank model. Unfortunately as with all the tracks in this range, there are ejection pin marks on these track pieces. I have in the past filled these with Mr Surfacer 500 and sanded the marks flush, or in the case of the KV-1, I simply ran a

motor tool with a small grinding bit over the holes, as they aren't that deep.

Section 6 has the modeler drilling various mounting holes in the hull top for the later mounting of various parts, and failure to do this carefully will of course lead to "difficulties" down the road. Section 7 covers the installation of the track guard mounting brackets. Again, we have unfortunate ejection pin marks in all these brackets, two per part. I mounted a piece of 400 grit sand paper to a piece of glass with double stick tape, and sanded the parts until the ejection pin marks disappeared. Not only does this remove the marks, but also it gives the modeler much thinner mounting brackets, which is a positive move.

In Section 8 we mount some more appliqué armor parts to the upper hull, and attach said upper hull part to the lower hull. Make sure the tracks have been fitted to the model at this point, as once the upper and lower hull are joined, it is very difficult to get the tracks attached under the protruding track guards. Attachment of upper to lower hull is achieved by the standard Tamiya process of using Philips screws, one coming up from the bottom of the hull, the other from the top of the hull. I again help the process along by dropping a little 5-minute epoxy into the mounting holes to added extra strength. The fit of upper and lower hull was near perfect on my kit, and a little thin super glue at strategic points along the join lines helps hold everything together nicely.

Sections 9 through 12 cover the mounting of various external parts to the upper hull (remember to drill out those holes in Section 6!). Make sure you do not attach rear hull part B25 to the main hull part B1 until after B1 is mounted to the cast metal lower hull piece with the Philips screw, otherwise you won't be able to get the screw in. And no, I didn't do this, but I know others who have messed this process up on previous models in this series.

Sections 13 through 15 cover the turret assembly and by carefully following the construction sequences the modeler should not have any difficulties, with the fit of parts one to another being outstanding. Again, watch for instructions on where to drill out various holes for later attachment of parts. And finally to Section 16, the attachment of the turret appliqué armor parts, and bingo, you are done with construction. I currently have the model completely assembled and painted with Mr Surfacer 1200, my favorite primer. The next step is to paint the model and apply decals.

Tamiya provides markings for four different vehicles on the small decal sheet, one vehicle having next to no markings whatsoever, while the other three carry white turret slogans, which for all I know say “eat at Uncle Joe’s diner”, but most likely say “kick the Nazis bums back to Berlin” or similar. The decals are standard Tamiya fare, a tad on the thick side but perfectly useable. I never have any problems getting them to stick and snuggle down with the standard decal setting solutions from MicroScale, Gunze etc.

ture Series as it is very easy to build for any modeler with even the most basic of modeling skills. Excellent parts together with superb instructions and simple paint and decal schemes would make it an ideal first kit as well for anyone looking to get into modeling armored vehicles.

Thanks very much to Tamiya USA for providing IPMS/USA with this review sample.



Painting the KV-1 is a breeze as most of them were Russian Armor Green. Tamiya calls out for the use of their rattle can lacquer color TS-2 “Dark Green” and this model would be a perfect candidate for a rattle can paint job if one wanted to try this range of paints. I can’t speak to the authenticity of TS-2 Dark Green for the Russian Armor Green, but I can say that having used this range of lacquer paints on other models in the past, it is a first rate product.

I started construction of this kit on a rainy Friday Seattle evening, and by Sunday evening, it was completely assembled and ready to prime. It provided me with nothing but pleasurable modeling, all parts being nicely detailed, crisply molded, with superior fit. With the exception of the few ejection pin marks I have noted above, I had no issues whatsoever with this kit. I can highly recommend this model to anyone wishing to add a KV-1 to their collection of 1/48th WW2 Soviet equipment, be they armor or aircraft. This kit would make a PERFECT introductory model to Tamiya’s 1/48th Military Minia-

Upcoming Model Shows

Saturday, September 15
Evergreen Aviation Museum Show and Contest, co-sponsored by Oregon Historical Modelers Society

9 AM - 4 PM

Evergreen Aviation Museum
 500 NE Michael King Smith Way
 McMinnville, Oregon

Web page: <http://www.geocities.com/oregonshow/>

Contact: Brian Yee (503-309-6137) or e-mail at byee1959@gmail.com

Note: The show web page has not been updated since January, and the museum web page lists a “Radio Controlled Modelers Show” for that date, rather than a Plastic Modelers Show. I have so far been unable to get confirmation or denial that the show will take place, but will have more information in next month’s newsletter.

Saturday, October 6
IPMS Vancouver 37th Annual Fall Model Show and Swap Meet

9 AM - 4:30 PM

Bonsor Recreation Complex
 6550 Bonsor, Burnaby, BC, Canada

Web page: <http://members.tripod.com/~ipms/fallshow.htm>

Contact: Warwick Wright (604-274-5513) or e-mail at jawright@telus.net

Trumpeter 1/25th Scale 1960 Pontiac Bonneville Hardtop

by Jacob Russell

Trumpeter's '60 Pontiac Bonneville is an incredibly complex kit at first glance...there are four individually bagged large white sprues (one chromed) plus smaller photo-etch fret and clear and colored transparent sprues, the tires, and metal coil springs. The instruction sheet is more a booklet than a sheet - it runs to 16 pages! A first



look requires examination of the multiple sprues and the instructions to begin to get a grasp on how to proceed with this kit, especially since the instructions don't seem to direct one in the best series of steps to successfully build this well detailed kit into an accurate replica.

After some study, Trumpeter's Pontiac appears to be a combination of exquisite detail and odd kit engineering. There are a huge number of parts on the three white sprues, many of which in other kits might have been cast as single bits. Many parts one would expect to be on the chromed sprue are not - for instance door handles, wipers, mirrors, and many interior parts - but oddly enough the dual exhaust system is chromed. Painting instructions are often unlikely or vague, for example indicating 'GM Blue' for the four piece transmission assembly when this should be a silver/

aluminum of some sort. Inaccurate or inadequate painting instructions prevail throughout the instruction booklet.

Nonetheless, it is clear that Trumpeter made great effort to produce an accurate kit of this unusual and desirable subject. A major restyle of the clean sheet 1959 car, sharing only the greenhouse sheet metal, the 1960 Pontiac can in some ways be considered a 'one year' car. Though it enjoyed sales and competition success, extensive styling and engineering change occurred in the 1961 cars. It was brave of Trumpeter to tool this kit. But as on their Chevy Nova kits, from first look their effort

is far from perfect: scratch building will be needed (no trunk bulkhead for instance) and it is apparent from some test fitting that there are problem areas. It is surprising that virtually no trunk accessory detail is provided, especially considering the engineering effort exhibited in the well designed opening trunk. No AC hose and condenser detail is included, although a compressor is part of the engine and dash vents are provided. Kit bashing and scratching should solve these and other problems.

The body, frame and floor plate are all very clean, well detailed moldings. Little flash is apparent on all parts, and the chrome is smooth and bright. (My early run kit came with satin finish chrome, which was replaced at no charge by my hobby shop.) Eight tires are included, each set

having the same nice sidewall detail but different tread patterns. They are branded "Telstar Weatherizer", perhaps to avoid an additional licensing agreement. Like the Nova kits, they build up with very thin black rings to replicate the tire sidewall visible between the wheel rim and white-wall. Both full wheel covers and oddly shallow Pontiac eight-lug wheels are on the chrome sprue. Another aspect shared with the Nova kits is the photo-etch hood hinges. I was unsuccessful in using those when I built the Nova Convertible - perhaps the inclusion of brass wire for the hinge pins will aid my attempt to build these. There are "open" hinges on one of the white sprues too.

I also have the Model Car Garage fret for the Pontiac. This is very comprehensive, with variations possible for other models offered by Pontiac in 1960. Most of the exterior chrome is there, plus pieces for the interior and exterior mirrors and many dash parts. I doubt that I will use all the Bonnie pieces included, but can see that this fret will enable me to replace all of the cast-in scripts with photo etch parts. This should help me achieve a smoother paint finish and allow for less foil work. The quality of this fret appears to be typical of MCG's fine work.

I am looking forward to finally building this kit, since I have let its challenges prevent me from taking it on for quite awhile. The '60 Pontiac is one of my favorite post-WW2 American cars, and this will be a great addition to my model case.



Hurricane Bookshelf - *Their Finest Hour: The Battle of Britain Remembered*, by Philip Kaplan and Richard Collier

by Scott Kruize

Oh, wow, a 'Hurricane Bookshelf' review concerning a Battle of Britain book, filled with Hurricanes! What a concept!

The Hurricane bookshelf is effectively larger than its 3 ft. by 7 ft. facade would suggest. Acquaintances let me draw on their own bookshelves as well. In this case, Ed Pinnell brought this volume over as we were gathering to carpool to a meeting. I had never seen it before.

The Battle of Britain is a story, not written out in advance, perhaps, but still: it had some preliminaries to set the stage, a picturesque setting, an actual beginning, a lot of action as the story unfolded, a large cast of characters, climax and anticlimax, and finally, it came to an end, permitting observations in epilogues.

If I were a reporter, historian, and writer—as Richard Collier is—it would not have occurred to me that the best partner to help tell this story would be an art director, as Philip Kaplan is. But their partnership produced a visually astounding volume: each and every page margin is a surprise and delight, containing not just the usual wartime photographs, but all kinds of unexpected and interesting graphics: political cartoons, snippets of poetry, pictures of the locales then and now, trading stamps for the Hendon Fighter Fund (one penny each), and reprints from important government publications about keeping a pig in your neighborhood and putting on your gas mask properly. You could augment your food ration by attending Mr. Middleton's free lecture at the Guild Hall in Cambridge: "Gardening In War-Time". For entertainment, the local cinema has the Leslie Howard film *Spitfire* ("The Story of the Plane that Busted the

Blitz!'), or if you dare defy the bombing, you could go to London and catch the all-new, all dancing-girl musical review *Apple Sauce* at the Palladium. Look your airman-ship best with Brylcreem, and be assured—as the ad explicitly illustrates—that even in the midst of wartime rationing, the ladies are staying clean and healthy by washing all over with the very finest



Wright's Coal Tar Soap. If that doesn't relieve your wartime tension and fatigue, you need to spend 1s/4p and get some Beecham's Pills!

There are also many photos of the technology in use then, now looking worn and hopelessly obsolete, but at the time no effort or expense was spared to provide the very best equipment to contribute to the battle, from Operations Rooms multi-line telephones to the most advanced fighter reflector gunsights.

There are more formal histories: books that describe the battle day-by-day, formation by formation, dogfight by dogfight. But this book tries hard to convey impressions of what the battle actually felt like to participants and observers during this most desperate time. Here's one example, from the chapter entitled 'Eagles', based on reminiscences of a pilot who managed to survive being caught in a heated battle, and trying something on the spur of the moment that almost defies belief:

"(Pilot Officer Paddy Stephenson of 607 squadron) had seen two Dorniers approaching, too fast for the copybook gunsight tactics (he had been taught). 'Well, I knew I couldn't take aim at them and that in that case they would probably get me, so I decided to charge them.' In that unrepeatable moment, Stephenson became perhaps the only Battle of Britain pilot to bring down two German aircraft without firing a shot; rocked by the impact from the left and right wings of his Hurricanes, he saw both Dorniers burst into flame as they spiraled into space. Then, with the realization that both his port and starboard wings were severed at the roots, Stephenson...bailed out at 20,000 ft., to land with a force that concussed him against the high brick wall of the local lunatic asylum."

The back of the book has the usual tables and charts: technical information on the machines involved, the Order of Battle, and losses claimed and actually compiled. There's an extensive bibliography, covering the many books that provided excerpts. Some are even from *Piece Of Cake*, Derek Robinson's fictional account of a Hurricane squadron's experiences in the battles of France and Britain, which I've reviewed in this column before. It was well-researched, and written with such a 'ring of reality' that passages are appropriately quoted here. Altogether, *Finest Hour* has enough references to Hurricanes to satisfy even me, and enough about Spitfires to please our Newsletter Editor and also the sponsor of our current group build, Jacob 'Spitfire' Russell. All of you participants in the build, or anyone even casually interested in this epochal battle, will find this book a wonderful feast for the mind and eyes. It shouldn't detract too much if I reveal here how it came out: with a little help from radar, the Observer and Antiaircraft Corps, Spits, and the like... Hurricanes won!

Alanger 1/350th Scale Typhoon Class SSBN

by Chris Banyai-Riepl

The Typhoon Class submarine is the largest submarine class ever built. Constructed of two Delta pressure hulls side by side, with a third smaller pressure hull just beneath the sail, the Typhoon is one of the quietest Russian submarines built. Carrying twenty SS-N-20 missiles, the Typhoon formed an important part of the Soviet Union's nuclear deterrence fleet. The fall of the Soviet Union eliminated their usefulness, though, and of the original six built, only one remains today.

Alanger continues their impressive line of submarine kits with this new kit of the Typhoon. Molded in black plastic, the first thing that hits you is that this is definitely a big submarine! The box is huge and sturdy, which is nice, even though there is not much here to protect. The parts count, while more than earlier Alanger releases, is still low, which suggests that this kit will be a quick build. A decal sheet with mainly white markings rounds out the contents.

Construction is quite simple, and the only real complications will be with the size of the ship. The main hull is separated into an upper and lower section, with a separate sail. The hull and sail have good detail on them, although missing is some representation of the tile coating seen prominently



in photos. Scribed lines would likely be too heavy, so I am not sure what could be done here, though. I might try representing that feature with painted decal film. The vertical fins are separate, and split into right and left halves, as are the rear dive planes. Other hull details include ventral strakes and vents.

Another feature in this kit is the open missile doors. All 20 doors are open, although I have yet to see a photo showing more than four doors open at a

time. The doors themselves are nicely detailed, with two pieces for each door. On the other side of those doors, an insert provides the tops of all the missile silos. If you have all 20 doors open, be ready for quite a bit of painting small circles, as all the missile caps were generally a bright color compared to the rest of the submarine (the instructions indicate a green color). A set of antennae and periscopes add to the sail detail and round out this kit.

For painting, this submarine is mainly black overall, with a flat red lower nose. The majority of the decals are white hull markings, although there is a large badge that was worn on the nose of one of the Typhoons, at least at launch. The quality of the decals looks good and should pose no problem in application.

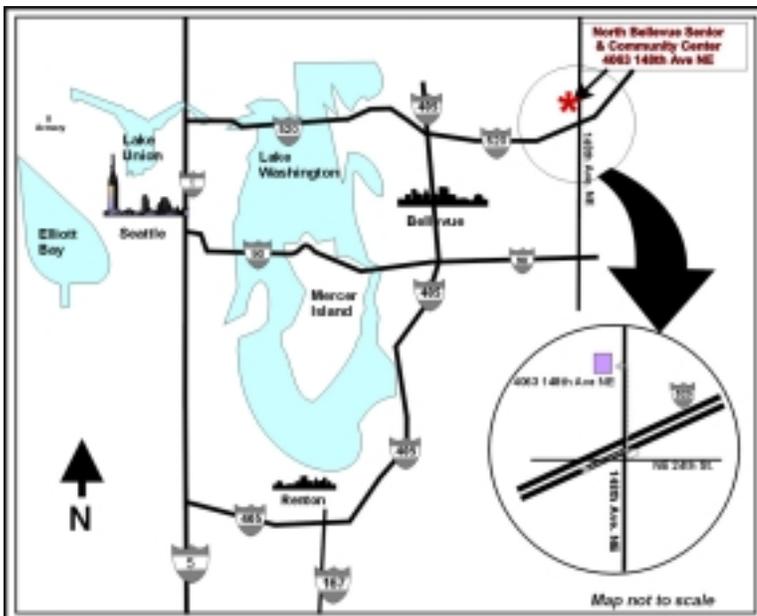
It is great to finally have a good 1/350th Typhoon available, and I hope that Alanger continues to produce quality 1/350th Russian submarines. My thanks to Alanger for the review sample.

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

Meeting Reminder

August 11

10 AM - 1 PM



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

Directions: 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.