

Seattle Chapter News



Seattle Chapter IPMS/USA
June 2019

PREZNOTES



Accuracy: How Much Do You Really Care?

At a chapter meeting last year, one of the members mentioned that a grand prize winning model at the then recently concluded IPMS USA National Convention lacked a good deal of “accuracy”. The member asked “how” this could happen? Surely if it wasn’t accurate, it shouldn’t have won one of the top awards? Since then I have devoted some small amount of time thinking about the subject, and the topic was recently brought back before me, front and center, when I read an online comment posted on one of my favorite armor modeling sites. The comment was that a WW2 German Panther Ausf D tank kit released by one of the premiere model firms was “unbuildable” because of accuracy issues. Egads, I thought, what inexcusable sins had this firm committed to bring such a damning indictment against its latest release?

Turns out that Panther Ausf D’s have either 16 or 32 bolts on the outer rim of their road wheels (depending on manufacture date), and an additional eight bolts more towards the center of the wheel. On the real McCoy, the outer bolts are somewhat smaller in size than the inner bolts. HORROR OF HORRORS, the kit manufacturer made the bolts THE SAME SIZE. Thus the kit, in one reviewer’s estimation, was “unbuildable”. (Author’s note: I have built the kit, thus proving beyond a shadow of a doubt that it is perfectly buildable.) The question really is: how important is the odd error or omission in a kit to you?

Many modelers build their kits straight out of the box. They do read a review if they can find one, but since many reviewers these days simply provide “in box” reviews, many of these reviews don’t delve too deeply into accuracy issues. They tell you what’s in the box, literally, and post a bunch of photos of the sprues,

decals, and instructions. Such reviews then leave it up to the modeler themselves to get out their micrometers, scale drawings, calipers etc., and spend time pouring over reference photographs to check each and every part of the kit for “scale accuracy” and to see if all the details are there in the first place, and if so, depicting things accurately. Such thorough research requires the modeler to have all the reference material to hand. And of great importance: for the reference material itself to be accurate. Can the modeler have total confidence that the 1/32nd scale plans they are looking at to determine the accuracy of an Fw 190D-9 kit are accurately drawn? And what about even a photo? If you have a photo of those Panther Ausf D wheels and they show only 16 bolts on the circumference of the road wheels, and your model has 32 bolts, is your model “wrong” or was the vehicle it is depicting just manufactured at a later date, when the Germans upped the number to 32? Time for more research? Or just time to move on?

What if the kit has the details in place, but they aren’t detailed as well as they “could be”? Is that an accuracy error, or simply a firm trying to give you a kit at a more affordable price? Each bit of extra detail

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 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 \$15 per annum, and may be paid to Twyla Birkbeck, 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, 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 2019 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.

June 8
August 10

July 6 (first Saturday)
September 14

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
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 Signature (required) _____

Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (under 18) \$17 Family, 1 Year: \$25 (adult - \$5, child 6-18) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (surface) (Checks must be drawn on a US bank or international money order)
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Jim Schubert Still With Us

by Scott Kruize

I remember a few years back, when Jim Schubert had to handle the modeling stuff left over after one of our modeling colleagues died. Jim addressed us at a meeting with his counter-curse or negative blessing, however you want to describe it: “None of you are allowed to die!”

Of course we've lost members since then, and can hardly do a Controlled Experiment to see what our collective mortality would have been without Jim's blessing. But the important thing was his concern for the rest of us, a concern we share with each other, all the time, especially now that Jim has left our physical presence.

That's not to say he's gone. Just as we remember, and try to emulate, Ted Holowchuk's insistence on putting the best possible finishes on our models...or carrying on Stephen Tontoni's modeling philosophy, encompassed by his statements “With each new build, we should stretch ourselves and try something new” and “No model is perfect; some models have fewer flaws than others”. We will always retain lessons from Jim: that we should research the details of construction and history of our modeling subjects, even if the rest of us can't construct edifices as imposing, comprehensive, and as well-organized as the Jim Schubert Library. We'll remember that even if content to build a model OOB, it should nevertheless be with the understanding that we should know how a kit can be improved in its contours, dimensions, and details. We will retain Jim's urging to model 'Wings of Peace' subjects, at least sometimes, and not always wallow in destructive military machinery. And we can never free ourselves from wanting to look on all miniature subjects – even toys and Christmas tree ornaments – as worthy of our attentions to make them as good as they can be.

There will never come a day that we won't want to take each prop plane model, as it's completed, and be gratified if a brief puff of air on the propeller makes it spin. If it does, we feel the satisfaction of 'channeling' Jim Schubert.

It was impossible to be around him without catching his desire to model well and accurately. We would tease him a bit about this, as I myself once did in showing off a 'Man-the-Toolmaker' device. I'd mounted a geared paper-feed roller from a derelict computer printer onto a chopstick handle, so that it could be run over to extend a line of embossed rivets, where sanding a flaw or a seam on a model left a gap. I commented that the line of little pits left may not strictly duplicate the exact scale spacing a particular model required, but “the only people who care about such fine niceties are already here in this room”. Other members laughed, knowing full well Jim was my reference. Yet I failed to 'one-up' him: he came right back with a description of a professional tool he knew of, which had a full set of gears with different tooth spacing, and could approach that high degree of accuracy I was missing!

I'm compelled to write all this; it's not at all out-of-the-blue voluntarily. Jim once referred to me in front of several other club members as “Scott Kruize, the famous writer”. How can I do otherwise now than write a little piece like this, thanking him for his cheerful guidance as he shared the joy of our hobby?

Since my junior-high English composition class required reading an essay about Existentialism, I've been irritated, over and over again, by yet another news report or a magazine article – or whatever! – bemoaning Man's Alienation From His Fellow Men. Every time this notion intrudes, I always have to say: nonsense! None of us have to be estranged from each other! All it takes is a little time and effort to find people to share an interest with. You show up and participate; you demonstrate your interest; you put in a little work to further the group's goals and activities. You make your presence felt. That way you and all of them find joy and satisfaction of sharing your interests and all the interactions that go with them. The concept of 'Alienation' becomes not just remote, but next-to-incomprehensible!

I never set out to find and meet Jim Schubert. He was a member of the NorthWest Scale Modelers and the Seattle Chapter of the IPMS since way back, and all I had to do was venture into either group. Like many of the rest of you, he welcomed me, and my life changed for the better, and continues to be better, because of that welcoming. We all hang on to that now. We don't – we WON'T – mourn Jim Schubert. We merely carry on among ourselves, having all absorbed within ourselves some of his spirit. That's now immortal.

Thank you, Jim.

Airfix 1/48th Scale Supermarine Walrus Mk.I

by Blaine Singleton

The Supermarine Walrus (originally known as the Supermarine Seagull V) was a British single-engine amphibious biplane reconnaissance aircraft designed by R.J. Mitchell and first flown in 1933. Designed for use as a fleet spotter to be catapult launched from cruisers or battleships, the Walrus was later employed in other roles, notably as a rescue aircraft for aircrew in the sea.

The instruction booklet was divided into eight pages of clearly marked parts and their construction sequence. Illustrations for the parts and their construction sequence were very clear. Included with one of the paint schemes, is a drawing of how to place rigging lines.



Sprues: 5 molded in gray plastic

Clear plastic: 1 sprue

Decal Sheet: 1 with markings for three different countries Great Britain, France, and Ireland.



The cockpit was assembled along with other parts of the fuselage sides (the whole fuselage is in four different sides). I added photo etch seatbelts to the navigator, observer, and pilots' position. There is only one pilot's position so no area for a co-pilot. 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 fuselage will not fit.

I cleaned the clear parts and dipped them into a 50/50 mix of Mission Models Gloss Clear and Mission Models Paint Thinner

The fuselage was assembled in four sections - top, bottom, and two sides. I painted the interior with RAF Interior Green and weathered it with a wash. There are two table tops in the fuselage, one belonging to

the navigator, so I painted the tops with a yellow ochre and then dotted the tables with Van Dyke Brown and streaked that to give the table a wood grain. When that dried I sprayed the tables with Tamiya transparent orange.

To assemble the fuselage and get it straight I used a number of adjustable clamps to hold the four sections together. I started the assembly from the tail and worked toward the nose gluing and clamping as I went.

The wings went together without any problem. Again I glued and clamped the wing starting from the tip to the root.

The airplane can be built with wings folded or extended. I chose to build the wings extended. I had a problem with the left side wing in the fact that there are just two small "nubs" that connect the wing to the fuselage. When the upper wing was attached to the engine mount the struts on the left side gave the lower wing more support. With the small amount of joining material on the wings to the fuselage I think the model would be better built with the wings in the folded position.

The Engine attaches to a nacelle that sits atop the fuselage and under the top wing and is very detailed. I assembled the engine and painted it silver then clear coated and added a black wash. Once that was completed I painted the exhaust ring in a dark and light rust color then clear coated and black wash.



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 for water operations. I chose to build the model with the landing gear extended. The gear attached to the side of the fuselage with little support for the gear attachment to the fuselage, so the airplane is very brittle when sitting on the landing gear.

I sprayed the propeller with Mission Models Black and Tire Black mixed 50/50. After it dried I rubbed it with a graphite pencil in the direction of air flow to give it more of a metallic look.

The engine itself is exposed and very visible so I painted the engine silver and once that dried I used Tamiya black panel liner to give the engine more definition. The exhaust is exposed also so I painted that with Mission Models Dark, and Light Rust then when that dried I hit the exhaust with rust colored pigments.

I painted the model with a mix of Mission Models Aluminum 70% and Mission Models Silver 30% to give the wings a doped appearance. I used the same paints but added 10% gray to get a lighter color for all of the control surfaces.

Under and around the rear of the engine I spattered some diluted engine oil colored oil paint to give the appearance of engine use and oil splashed on the fuselage.

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 seams. The tricky part of the assembly was the need to line up two cockpit sections and get them straight, I managed to get the fuselage together but needed some C/A filler on the bottom seam from the tail to where the wing meets the fuselage.

The decals I applied were the ones depicting an aircraft from Great Britain's Fleet Air Arm.

After the decals were applied, I sprayed three coats of Mission Models Clear Gloss to blend the edges of the decals.

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.

For further definition and weathering I sprayed Tamiya Smoke thinned with 97% IPA paint to a thinner ratio of 10% paint and 90% IPA to provide some post shading.

A mixture of brown and black dry pigments was used to indicate exhaust stains from the engine on the top of the fuselage and leading edge of the tail assembly.

Before I started the model, I took some 34-gauge wire and wound it around a small drill bit shaft giving me "anchors" for the rigging



on the wings. I drilled small holes for each of the anchors and glued them into place with medium C/A.

I used some very small black tubing purchased from a local Fly-Fishing Store to simulate the turnbuckles of the rigging. The rigging lines were nylon "invisible thread". To create the rigging, I pushed the invisible thread into the tubing then through the wire anchor I had created earlier then pushed the thread back through the tubing to create a loop through the anchor. Using this loop system, I could tighten and straighten the rigging line and glued it with C/A.

I wanted to review this model because it is so unique, and also so I could practice my skills in rigging a biplane. The model was easy to build, paint, and decal. The rigging was the most intense part of the build and I think added a lot to the appearance of the model. If you want to build a model that you don't see very often and want to do some rigging, then this model is the one to buy. I had a good time building this model.

Thank you to Hornby America and IPMS/USA for the opportunity to review this model.



Academy 1/72nd Scale USMC F-4J "VMFA-232 Red Devils"

by Jacob Russell

This is Academy's reissued McDonnell-Douglas F-4J kit. It was originally issued as a snap-together kit with multi colored plastic. The new F-4J consists of 119 parts on 17 plastic sprues, one of which is molded in clear. The rest of the parts are molded in medium gray.

My initial impressions of the kit are positive. The surface detail on the wings and fuselage consists of finely recessed panel lines, with rivets where appropriate. The parts are finely molded and flash free. The sprue attachment points are located in areas where it will be easy to remove parts from the sprues without damage.

There are very few sink marks on any of the parts. These are confined to the landing gear doors and the main wheels will hide them. The clear parts are well done with minimal distortion.

The cockpit is convincingly busy for 1/72nd scale. The sidewall consoles have good raised detail, which will look great with some careful dry brushing and oil washes. The ejection seats are okay, but they are nothing to write home about, so I would replace them with a pair of aftermarket resin seats.

The landing gear, wheels and the landing gear doors are well done. The wheel wells, which have the correct "flat" (i.e., featureless) roofs, will look pretty good with an oil wash.

The engine intakes are nicely executed. They are multi-piece assemblies that do a good job of capturing this complex area of the real plane. The prominent afterburner cans are equally well done, as is the aft fuselage. You can get out your favorite metallic paints and go to town here. The rear fuselage with its discolored, heavily weathered metals was a prominent and distinctive area on all F-4 Phantoms.

The under wing stores are comprehensive. The wing pylons are nicely detailed and you get under wing and fuselage drop tanks, plus Sidewinder and Sparrow missiles, and bombs. Academy's instructions don't tell you that what kind of missiles are included (I found that information on Wikipedia), nor do they provide the drop tank capacity or the weight of the bombs. This data should be included in the kit instructions.

Academy's instructions are well done, with the exception of the missing under wing stores information. They are well illustrated with a logical build sequence. The instructions are divided into two sections. The first section, Manual 1, is confined to model assembly. Manual 2 includes a parts map, decal application guide, and color call outs for the following paint lines: Humbrol (enamels and acrylics), GSI Creos (Gunze) acrylics and lacquers, Lifecolor, Testors/Modelmaster (enamels and acrylics), Revell (enamels and acrylics), and Vallejo (Model Color and Model Air).

Cartograph of Italy printed the decals. The colors are bright and the decals are crisp, legible and in register. You will have "fun" applying more than 68 stencils all over the air frame. There are marking options for three F-4J Phantoms from VMFA-232 "Red Devils". All three aircraft are Gull Gray over white, with a white nose and rudder, and a red fin:

"WT-1", Bu No 153791, c/n 3791, Iwakuni AB, Japan 1974.

"WT-3", Bu No 155801, c/n 5801, Iwakuni AB, Japan 1974.

"WT-7", Bu No 153818, c/n 3818, Iwakuni AB, Japan 1974.

This is a nice kit. Despite its snap-together origins it is accurate and well detailed. Add a pair of aftermarket resin ejection seats and I think that you will be quite pleased with your finished model. I recommend Academy's F-4J Phantom and I would like to thank Model Rectifier Corporation for the review sample.



Academy 1/35th Scale Sd.Kfz.167 "Sturmgeschutz IV Early Version"

by Andrew Birkbeck

German forces utilized self-propelled armored infantry assault guns based on the chassis of the Panzer III, and known as Sturmgeschutz III, from the start of the Second World War. They were cheaper to produce than tanks, lacking as they did complex turret traverse mechanisms. These vehicles were produced in huge numbers such that the Stug III became the second most produced German armored fighting vehicle of the War behind the Sdkfz 251.

The firm Alkett produced the Stug III. Krupp wanted to get into the "Stug business" as the War progressed, but Krupp produced the Panzer IV, not the Panzer III. So Krupp took the upper superstructure of the Stug III and mated it to their Panzer IV chassis. In February 1943 Krupp produced an initial design, which mated a Stug III Ausf F superstructure with the chassis of their current production Panzer IV, the Ausf H. This was heavier than the Stug IIIs coming off the Alkett's production line, so the idea was dropped.



Following the Battle of Kursk (Operation Citadel) in July 1943, Adolph Hitler received reports concerning the superior effectiveness of the Stug III Ausf G model as compared to the Panzer IV tanks during the Battle. Hitler ordered Krupp, the Panzer IV's producer, to cease production and to instead produce the Panzerjager IV, a dedicated tank hunter. This new vehicle would utilize the chassis of the Panzer IV, mating it to the deadly gun of the Panther tank, the 7.5cm L/70.

Shortly after Hitler's order to Krupp, the firm of Vomag produced a prototype in October of 1943 for a Panzerjager IV armed with the 7.5cm L/70 and the vehicle soon entered mass production. However, the 7.5cm L/70 gun was in short supply, and therefore initial Panzerjager IV production utilized the 7.5cm L/48 gun as mounted on the Stug III Ausf G being produced at that time by Alkett.

In November/December of 1943, Allied bombing raids led to a drastic cutback at Alkett in Stug III production. To help solve the desperate shortage of Stug III vehicles, Krupp drew up plans that utilized their Panzer IV chassis mated with Alkett's superstructure from the Stug III Ausf G. Hitler gave his blessing to this Sturmgeschutz IV prototype in mid-December 1943, and mass production began almost immediately. Production lasted from December 1943 until May 1945, with a total of 1,139 vehicles produced.

What's in the Academy Box:

8 sprues of injection molded tan colored plastic parts

1 set of "rubber band" type vinyl tracks

1 sheet of water slide decals with 4 marking options

A two-part instruction manual: Part One with 7 pages of black and white assembly drawings covering 13 assembly steps. Part Two is a color layout consisting of three additional pages of assembly drawings, a page of sprue layout diagrams, together with a three-page color and marking diagram.

The kit parts are very well molded with a high level of surface detail. I found neither sink marks or visible ejection pin marks on the plastic parts. For modelers who have purchased Academy's recently released kit of the Panzer IV Ausf H (Kit #13516), you will notice a lot of the parts from that kit are included in this Stug IV kit. In fact, seven out of the eight sprues from the Panzer IV kit are in the Stug IV kit. This makes perfect sense since the Stug IV was after all built utilizing Krupp's Panzer IV Ausf H chassis! Oh, and before I forget,

this Stug IV has nothing in common with the Stug IV Academy produced years ago (Kit 13235). This new kit is just that: newly tooled.

I have built a number of Academy's recently released kits, and all of them had a couple of things in common. Firstly, they were a breeze to assemble, utilizing Academy's very well illustrated instructions. The parts fit together very well, and without the need of any filler. Secondly, they are easier for the beginner and intermediate modeler to assemble, due to the lack of any photo etched parts.

The kit comes with a number of alternative parts, and at the end of your build of this kit, you will have ample additions to the "spare parts box". There are, for example, THREE separate sets of track return rollers: rubber rimmed, and two different types of all-steel rollers. The instructions only have the modeler using one of the all-steel types, but check your reference photos because it is possible that very early Stug IVs utilized the rubber rimmed rollers. My references state the other type of all-steel rollers were for "late version" Stug IVs. There are also two types of road wheel hubs, two types of drive sprockets, and two types of idler wheel.

The tracks included in this kit are the one piece "rubber band" variety, with solid track guide horns, and for this type of material, the detailing is acceptable. Some modelers prefer this type of track, and it certainly speeds up the construction time on a model. As mentioned, there are no photo etch parts that come with the kit, and again for some modelers, this is a BONUS, not a drawback. Looking over the PE set that comes in the equivalent Dragon Models kit of the Stug IV, I don't think the modeler is missing much detail at all with having no PE parts in the Academy kit. There are all the appropriate on-board maintenance tools that come with the Academy Stug IV, and they are nicely detailed.

You will have to check out reference photos of the Stug IV you wish to build with this kit. The Stug IV entered production in December 1943, so zimmerit would have been applied to many "early variant" vehicles. In fact, a careful study of Academy's color and markings diagrams for this kit indicate that all four of the vehicles depicted carried zimmerit.

In their recently released Panzer IV Ausf H kit, Academy provided the modeler with a nicely executed set of water slide "zimmerit" decals (produced for them by fellow South Korean firm DEF Models). Basically, raised resin "zimmerit" material was printed onto clear decal film. It worked a treat on the Panzer IV that I built. These zimmerit decals aren't included in this Stug IV kit, though they ARE available as an aftermarket set from DEF Models. Perhaps the inclusion of the sheets proved too expensive for Academy to include them. For those who want the option, the zimmerit decals are available, and for a very reasonable price.

Markings on Stug IVs were very simple, and thus the decal sheet provided by Academy is a small one, carrying markings for four different vehicles:

- 1/ 17th SS PanzerGrenadier Division, Normandy, France 1944
- 2/ 4th SS Polizei PanzerGrenadier Division, Eastern Front, Autumn 1944
- 3/ 4th SS Polizei PanzerGrenadier Division, Greece, Summer 1944
- 4/ Sturmgeschutz brigade 912, Kurland, May 1945

Academy includes color and marking diagrams that are printed nicely in color on glossy paper. The decals, if similar to the ones that came in the earlier Panzer IV Ausf H kit, should prove perfectly serviceable, and are well printed.

Academy's new Stug IV early variant kit is a very nice one. It features well molded detail and the parts should all fit together nicely, based on my experience of building the firm's recent kits. The lack of PE and the inclusion of rubber band style tracks will make it easier to build for beginning and moderately skilled modelers than if the kit came with PE and individual link tracks.

Yet the kit provides an excellent base on which to add extra detail for the more advanced modeler. I compared it to Tamiya's ancient Stug IV which was released in 1976 and Academy's new Stug IV wins hands down. It also supercedes Italeri's kit from the 1970s. Academy's kit compares nicely to Dragon Model's Stug IV Early Variant. It has fewer parts count than the Dragon version, but without sacrificing on the detail levels. The Dragon kit's suggested retail price however is more than \$35 higher than the Academy kit, making Academy's Sturmgeschutz IV Early Variant hands down the best buy.

I would like to thank Model Rectifier Corporation, Academy Model's USA importer, for the opportunity to review this excellent model kit.

Book Review: *The Japanese Destroyer Shimakaze*, by Mariusz Motyka

reviewed by Andrew Birkbeck

Kagero Publishing of Poland has two lines of books that include titles with a nautical bent, and aimed at scale modelers: Super Drawings in 3D and Top Drawings. The former covers a ship in great detail via the use of color 3D renderings, while the latter covers a ship in great detail via black and white line drawings. The books are sized differently, with the 3D books numbering 80 to 90 A4 sized pages, while the Top Drawings books number 20 to 30 A4 sized pages. Prices reflect the size and content differences, with the 3D books priced \$28.95 to \$36.95, and the smaller Top Drawings books priced \$19.95 to \$24.95.

Kagero covers the IJN destroyer *Shimakaze* under both titles, and it is the Top Drawings book that we are reviewing today. *Shimakaze* was the first of what was supposed to be a fleet of destroyers constructed on the basis of extended hulls of the *Yugumo* class destroyers. Her keel was laid down on August 8, 1941, she was launched on July 18, 1942. However, by then the military and industrial situation for Japan had changed, and none of her proposed sister ships were ever built.

The book measures 11.5 inches by 8.25 inches, with a card cover. Within the covers the reader is treated to a short two-page written history of *Shimakaze* in both English and Polish. There is one black and white WW2 aerial photo of *Shimakaze* provided in the book and it is rather grainy. Following this introduction comes 22 pages of very high-quality line drawings. All aspects of the ship are covered, from companionway watertight doors to lifeboats, rangefinders, wind direction gauges, funnels, masts, fire hydrants, radar masts, depth charge launchers, various anti-aircraft guns, 127mm main gun turrets and barrels, 610mm torpedo launchers, searchlights. You get the picture: lots of detail. None of these drawings are to a standard scale, nor is any scale provided for the individual drawings. There is a large double-sided set of 1/200th scale plans provided as a separate removable item, which measures 27" by 19.75". These drawings include a Port and Starboard size view, a Top view, stern and bow views, and numerous superstructure views.

For a destroyer series that in the end produced only one vessel, the *Shimakaze* has been well kitted by the scale plastic model industry. In 1/700th scale there are kits by Pit-Road and Tamiya, while in the larger 1/350th scale there are kits from Hasegawa and Fujimi. This book will complement any of these models very nicely, and will allow the modeler to accurately add rigging and additional details not provided in the kits.

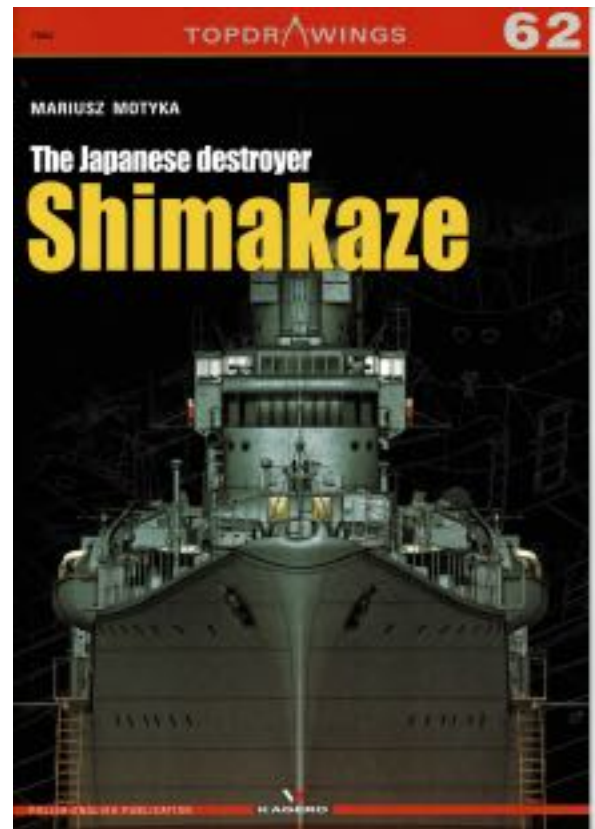
I can without reservation highly recommend this book to anyone interested in the IJN *Shimakaze*. My thanks to Casemate Publishers, the North American distributors of Kagero publications, for the opportunity to review this excellent book.

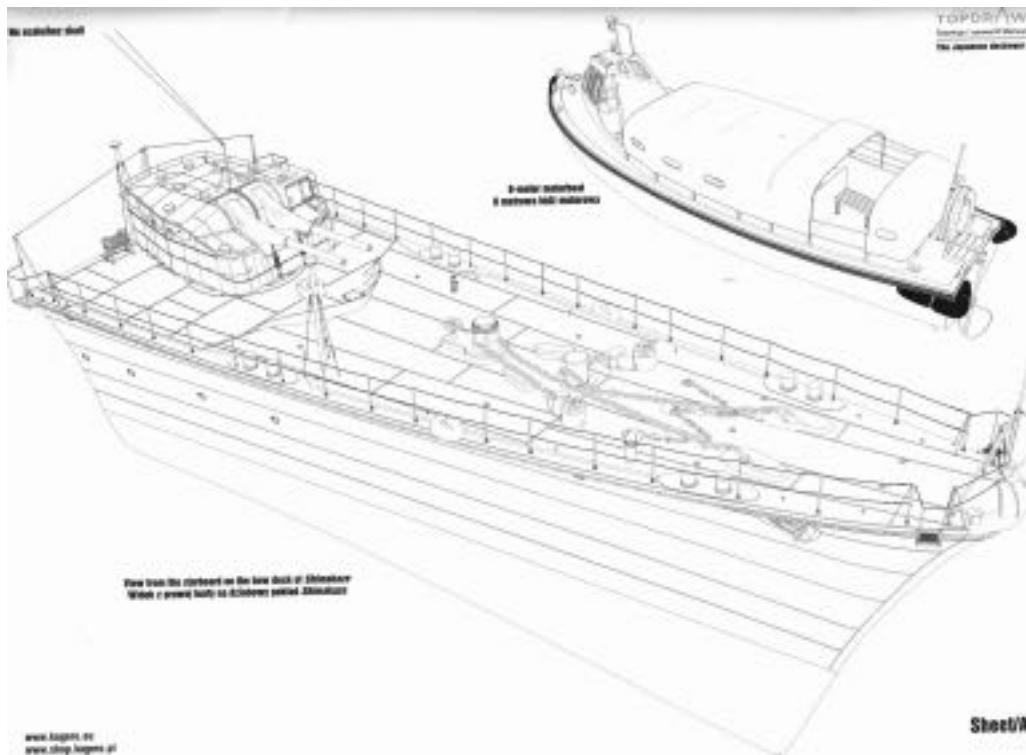
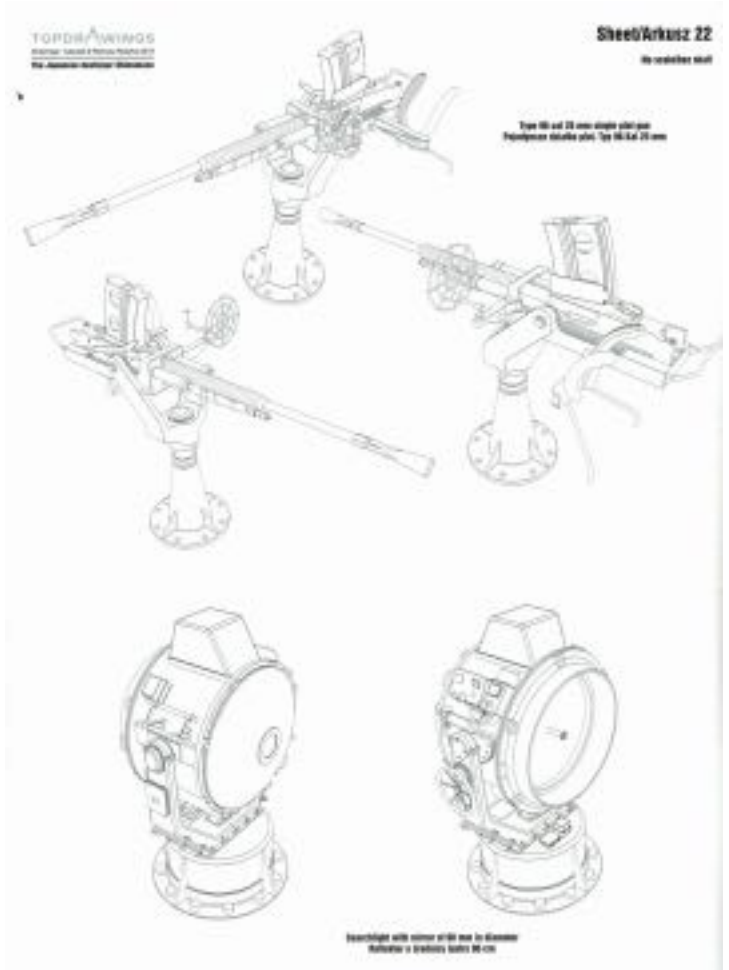
Publishing Company: Kagero Publishing, Lublin, Poland

Price: \$24.95

ISBN: 978-83-66148-02-4

Publisher's Web Site: www.kagero.pl





NABBROKE Incident at Our Spring Contest-and-Show

by Scott Kruize

I was hardly idle at our April Contest-and-Show, having been taken in by the silver-tongued blandishments of fellow members like Morgan Girling, John DeRosia, Mike Millette, and our Prez, and Vice-Prez. The result was that I made several additions to the Raffle table, then manned the registration desk for a while, and later served as Judge in professionally eyeballing many of our model entries.

However, that's not to say that I didn't have some time on my own. I was able to get away between those assorted duties, with adequate time to both admire the wide variety of models on display, and to peruse the vendor tables. While going through the lineup of the latter, I came across the table Dan Ehrhardt was running. After a greeting and a couple of pleasantries, he pointedly asked: "Have you seen my Display-Only layout?" "No", I replied, "which one is it?" "You'll know it when you see it!"

Oooh...kay. I finished up with that round of vendor table hopping, and made a point of going slowly up and down the Display Only tables, which were near the Reception desk, but I hadn't yet looked at them. Would I be able to pick out Dan's display from the multitude of varied others?

Oh, yeah! It may as well have reached out and whacked me over the head.

Since joining our club, I've pushed the idea of having fun building anew, in current times, a particular model that one built Way Back When. Most of us started modeling when we were just old enough to manipulate little plastic pieces and a glue tube. As Jon Fincher says, at that time 'we sucked at it', but we had fun...had to start someplace. Now, of course, all of our modeling efforts are infinitely better and more effective than they were Back Then. We take in stride modern model kits, which have dozens, even hundreds, of highly accurate detailed components that we could scarcely have imagined. And many of these are even further enhanced, even within standard modern kit boxings: extra finely detailed resin castings and metal photo-etchings. They're marvels of modern kit engineering!

But better though they are in all ways, I insisted it's still fun to take an old kit and build it just as a relaxing, nostalgic exercise, a change of pace. With our modern skills and knowledge – and especially patience! – we can make an old kit look good beyond our ability to even imagine Then.

Dan obviously took my exhortations to heart. In those old days I modeled airplanes, mostly World War II fighters. He modeled cool cars. And his current efforts included rebuilds of kits that he used to build. So he worked up a display around them... a display of

NOSTALGIC AGING BABY BOOMER REAL OLD KIT EXPERIENCES

Ya got me, Dan...just as I wanted you to! I hope you had fun...And maybe with you joining me in proselytizing, more of our fellow modeling colleagues may try some!



2020 Modelfy Kit

Each year, the winner of the Modelfy category at the IPMS Seattle Spring Show gets to choose the kit to be used in Modelfy for the following year. Entrants may model any subject of their choice, but have to use at least one part from the base kit. Steve Hilby was this year's winner, and he has chosen Meng's German Tiger I Toon, kit number WWT-001, for the 2020 contest.



Election at June Meeting

The Election for IPMS Seattle officers will be held at the June meeting. One candidate has volunteered for each position - Eric Christianson for President, and Terry Moore for Vice President. Voting for each candidate will be done by a show of hands at the meeting.

Photo of the Month



Caption: "Olympic National Forest, Washington. Pilots of the Olympic airplane patrol at Humptulips, Washington, 1921. (Forest Service photo by W. J. Paeth)." Source: Forest Service, USDA (1921XXXX-FS-Olympic-WJP-162635)

The aircraft are Liberty-powered de Havilland DH-4Bs.

PrezNotes

from page 1

requires more time on the mold milling machine, or the use of multi-part slide mold technology rather than the more simple two-part molding process. Complexity means added production costs, which are passed onto the modeler via higher kit costs. Case in hand: Tiger 1 tracks, Panther tracks, Panzer IV tracks: these have “guide horns” on the track that help the track stay on the wheels as the vehicle is in motion. Sometimes these guide horns on the 1/1 vehicle were hollow, but many kits, especially in the smaller scales of 1/48th and 1/72nd, depict the guide horns as solid units, not hollow. This technically makes the kit parts not identical to the 1/1 original. The shape is correct, but the finer details are lacking. Does this make the tracks inaccurate?

One issue with “total accuracy” is that it is turning some kits into truly unbuildable

monstrosities. I refer of course to the trend of late, especially among military vehicle kits, for the kit manufacturers to put every nut and bolt, and wire and hose into or onto the model. Some of these kits have now reached parts counts of 1,200 to 1,300 in number, all stuffed into a model the measures 7x4x3 inches! Having spent a month simply removing the parts from the sprues and cleaning them up, your wife threatens to divorce you if she hears one more expletive out of your mouth. “YOU bought the stupid thing!” she says for the 20th time in response to your curses about GD parts count...

In the end, it is up to each individual modeler to decide how accurately their model must be in comparison to the 1/1 original. Much will depend on the quantity and quality of the reference material they have to hand, how much time they have to spend on the hobby, and how picky they are. I myself like my models accurate in outline, but at the same time don’t want to spend a whole year working daily on one

kit before it sees the display shelf or the contest table. Too many kits, not enough time.

See you at the meeting! And remember: we are voting (thumbs up or down) for the two candidates we have for the E-Board this Saturday. Be there to cast your vote!

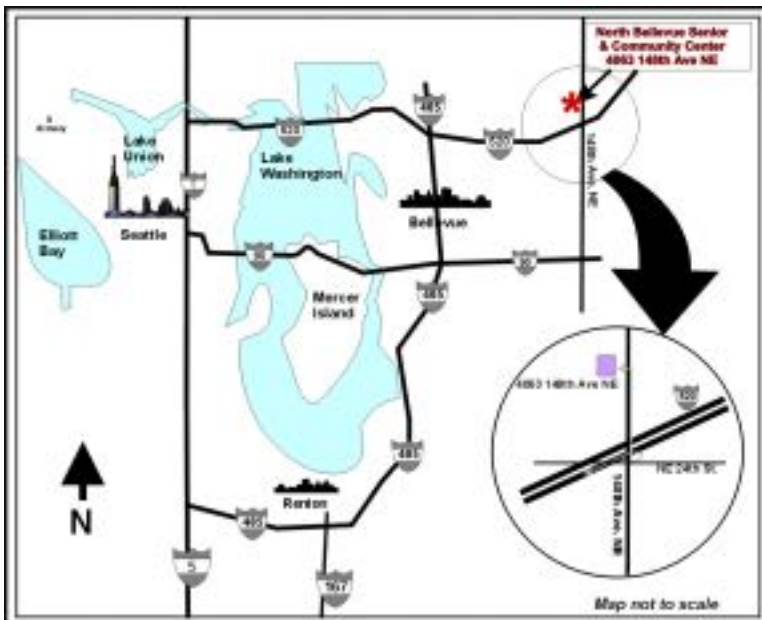
Cheers,

Andrew

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jacob’s and Andrew’s Stug IV articles. - ED]

Meeting Reminder

June 8



**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.