

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2019

PREZNOTES



A Road Less Travelled

[Andrew was unable to contribute his regular PrezNotes this month, so this issue's column is by Eric Christianson. - ED]

I am sitting here looking at a box filled with forty or so sprues; many of them as long as my arm. As an avid armor modeler, I am used to a lot of sprues, but none are ever this big. I built a submarine once that had a sprue this big, but there was only one sprue in that box.

No, this is something new. Something that I have never done before. Something outside of my comfort zone.

Over the past year I have watched fellow modeler Terry Moore build that big B-17, from bits that were basically unrecognizable, to chunks that resembled things that I had seen, into wings and fuselage of an airplane that was, ultimately, all too familiar. My initial reaction to Terry's intention was one of dismissal – "The man's gone too far this time – I mean, buying is one thing, but WHO actually BUILDS these kits?" Later I thought "I wonder how he's going to fill this seam here, and how will he ever manage to deal with that problem there." Much later, I thought, "How is he ever going to paint that thing – there's no booth made that will fit it, and Jill can't be happy about the prospect either."

Then, of course, he brought it in; and the chunks were in place, and the seam was filled, and the paint was finished. And it was ... bitchen. More importantly, however (from my perspective at least), was that "the box had been checked". Terry certainly had a lot of will, and then he just found a way.

Not everyone can (or even should) go out and build a ridiculously huge airplane model, but pushing yourself to solve problems unforeseen elevates the hobby in mind and soul.

Maybe it will be the smooth-as-glass finish on a late-model supercar, or the outrageous complexity of a high-end racing motorcycle. Maybe simply finding the perseverance needed to build and string up a WWI bomber, or a small scale, full-on crazy detailed warship will be the challenge.

Fortunately for our lucky group of enthusiasts, the greatest part of all of this is that the hobby we love, and the industry that supports it, abides – we literally have unlimited options.

*I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I—
I took the one less traveled by,
And that has made all the difference.*

I am pretty sure Robert Frost wasn't thinking of plastic modeling when he penned his famous poem 'The Road Not Taken', but his point is made. Once in a while it is a good thing to venture out from safe harbor.

Push yourself; find a way.

Eric

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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

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

March 9 (VFW Post)

April 13 (Spring Show, Renton)

April 6 (VFW Post)

May 11

IPMS/USA MEMBERSHIP FORM

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 Canada & Mexico: \$35 Other / Foreign: \$38 (surface) Checks must be drawn on a US bank or international money order
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March Meeting Location

The March IPMS Seattle meeting will be on Saturday, March 9, at 10 AM, at VFW Post #2995, 4330 148th Ave NE, Redmond, WA 98052, (425) 242-8190. It is just a block north of the usual meeting room at the Bellevue Community Center. The April 6 meeting will also be at this location.

Eric could use some help setting up tables and chairs starting at 9:00 AM.



Meng 1/35th Scale German Tank Destroyer Sd.Kfz. 173 "Jagdpanther Ausf. G1"

by Andrew Birkbeck

Of late there has been a plethora of new WW2 German Panther tank kits in 1/35th scale from multiple manufacturers, and where there are Panther kits, there almost certainly will soon be subvariants of the Panther. Sure enough, having recently released kits of the Panther Ausf A and Ausf D, together with a Bergepanther Ausf A, Meng has added to their Panther pride with a Jagdpanther Ausf G1.

The Jagdpanther was a devastatingly effective attempt to mount a more powerful 88mm anti-tank gun to the Panther tank chassis, as such a gun was too large to put into the turret of a Panther. Also, producing tracked mobile anti-tank vehicles without the complexity for the need of rotating turrets made such vehicles cheaper to produce both in terms of financial cost, and time/manpower resources.



What's in the Meng Box

- 9 sprues of injection molded tan colored plastic parts
- 1 sprue of injection clear parts
- 1 set of vinyl plastic poly caps
- 1 sheet of water slide decals with four marking options
- 1 sheet of photo etched brass parts
- 1 sheet of photo etched stainless steel parts
- 2 lengths of twisted wire cabling

An instruction manual, with 18 pages of black and white assembly drawings covering 33 assembly steps plus a one-page sprue layout diagram. There is a separate glossy paper, color printed, color and markings instruction sheet of four page sides. Each decal option is provided with left and right vehicle profile, front and rear profile, and overhead profile.

The parts in this Jagdpanther kit are very well molded with a high level of surface detail. I found no visible ejection pin marks on the plastic parts, nor any sink marks. Flash is nonexistent. Before starting this kit, it is essential to study the kit instructions, together with the color and markings guide, as there are a lot of "alternative parts" options within the kit that key to one of the four markings options, many of them requiring the drilling of holes from the inside of the model parts in advance. And if you are planning on building a highly accurate Jagdpanther from this kit using markings other than those provided with the kit, it is essential to study a number of references in order to get the right features within the kit matched up with period photographs.

The Jagdpanther, like so many other vehicles produced by all sides during WW2, underwent changes on the production lines from the start of the vehicle's production run, to its end. The way Meng indicates things in its instructions, different parts simply go to different painting and marking schemes and vehicle markings. When in reality Meng has provided parts that allow the modeler to build a time range in the production of the "Jagdpanther Ausf G1". There are four different set ups for the exhaust piping on the rear of this kit. There are three different positions you can mount the gun cleaning rod storage tube on the rear of the engine deck or hull side. There are three different "Geschuetznische" options (main gun recess), two Topfblende options (gun mantle) and two Mundungsbremse (muzzle brake) options, together with two different main gun barrel options. For the modeler who wants help sorting this all out, one excellent and affordable reference is *Panzer Tracts No.9-3 "Jagdpanther" Panzerjaeger Panther (8.8 cm) (Sd.Kfz.173) Ausf.G1 und G2*, authored by Thomas L. Jentz and Hilary Louis Doyle, ISBN 0-9771643-0-6.

Anyway, as mentioned, Meng provide the modeler with four color and marking options, and there are numerous optional parts used throughout the construction of the kit depending on which vehicle option you are building. Holes often need to be drilled from the inside of a kit part, that is before they are installed on the model. I would suggest that you examine the parts that need the holes drilled, both inspecting the instruction sheet AND the part concerned. Then look ahead in the instructions to make sure you are absolutely positive the hole needs drilling for your particular version. I say this because I DIDN'T do this as well as I should have, and ended up with a bunch of unnecessary holes that needed to be filled and sanded out later on. So you have been warned!

Construction commences with the building of the road wheels, drive sprockets and idler wheels. The Jagdpanther appears to have had two different idler wheels over the lifetime of its production, with Meng providing the modeler with only one option, which is fine for the schemes provided. Construction moves on to the lower hull, which is a series of parts including separate hull floor and side hull parts. The road wheel suspension arms each have two parts to them, and there are three different types of arms on each side of the hull. All the parts for these different arms look similar, so make sure you get the right parts glued together, and in the correct sequence on the side of the hull. As each different type was completed, I marked the parts with three different colored "Sharpie" indelible ink pens, and marked the instructions likewise to help me keep things in the correct order. As you glue on the suspension arms, make sure to be constantly checking on their alignment one to another, and then one side to the other, otherwise the road wheels will sit out of alignment. Let the glue set up solidly. Slip on the road wheels carefully and evenly, rotating them to slowly work them into their correct place, then glue when you are sure they are nicely aligned.

The tracks supplied by Meng in this kit are at once great, and a right pain in the rear. Great, in that the detail rendered on the parts is first rate, including open guide horns. A right pain in that each track link consists of three parts, and each part has at least one if not more sprue attachment points that require cleanup: the main link, plus two separate guide horns. Make sure you study the instructions to insure you get the guide horns glued correctly into place, as it is very easy to lose track (pardon the pun) of how they attach. Especially if you do the assembly over long periods, whereby your brain starts to go numb and your eyes begin to cross...The tracks are NOT workable after all your efforts to assemble them...

The upper hull of this kit comes in separate "panels" which glue to a frame. This clearly makes for easier mold tooling for Meng, while still providing good parts detail. For the modeler however, it does mean you must do some test fitting in advance to ensure that all the panels (five if you include the main hull roof panel) precisely fit together at all their edges.

Next comes the installation on the rear hull of the exhaust pipes. As mentioned earlier there are four different layouts, as apparently there was a different layout for each of the four color and marking schemes supplied on Meng's decal sheet! Single pipe, dual pipe, triple piping, who'd a thunk it!

If you plan on building a Jagdpanther with the gun cleaning rod storage container on the rear deck, make sure that you install the photo etched screens, parts X1 (x2) in place PRIOR to attaching the rod storage container mounting posts, parts A30. Otherwise you may have a problem getting the etched screens to fit at a later stage.

When it comes to the measuring and cutting to length of the kit supplied tow cables, measure twice, cut once. Meng states the cables should be cut to a length of 108mm. I tried that, and failed. The piece of cable was too short. In the end I cut mine to 130mm. Thankfully,



I had spare Eureka brand tow cable to hand of a suitable diameter. But don't take my word for the length the cables need to be, measure carefully for yourself.

The roof of Meng's Jagdpanther is the earlier one, rather than the later, thicker raised one found on some very late model G.1s. This is in no way a criticism of the kit, just something to be aware of when looking at period photos and deciding which Jagdpanther you can build from this kit. Meng provides the modeler with two different Gehaeuse (the armor casting) for the front hull M.G. Kugelblende (ball machine gun mount). Not shown on my model, but included in the kit are photo etched metal schurzen plates, which thanks to the medium used by Meng, allow for excellent scale thickness, and can be "distressed" nicely with pliers if desired.

The color and markings guide provides information for four vehicles:

Option A: a three-color vehicle, No. 212 of sPzJgAbt 654, Battle of the Ruhr, March 1945

Option B: a three-color vehicle, No. 01, Headquarters, sPzJgAbt 559, Western France, 1944

Option C: a three-color vehicle, No. 314, sPzJgAbt 654, Normandy, France 1944

Option D: a three-color vehicle, Number unknown, sPzJgAbt 559, Ardennes, 1944

Meng's decal sheet is small, consisting of the required vehicle numbers plus a small number of Balkenkreuz. The markings are well printed, though the decal film is a little thicker than I would have liked. This said, the thickness wasn't an issue when applied to my model.

Once my model was assembled it was first primed with my favorite primer, Tamiya's superb lacquer Fine Surface Primer: Light Grey, item # 87064. I applied a few light coats to the model which provided a uniform surface for the acrylic color coats. This primer adheres very well to the different mediums used in the construction of this kit: injection plastic parts, photo etched brass, copper wire. The primer was allowed to cure for three or four days until it was good and hard. I painted my model utilizing Tamiya and Mission Model acrylic paints. These are my two favorite brands, as they are easy to use and pretty forgiving when it comes to application.

Once the model was painted with the acrylic camouflage colors (Panzer Yellow, Red/Brown, Green), I then picked a suitable track color, Vallejo "Track Color", and painted the tracks. Then when this had dried overnight, I took Vallejo "Dark Rubber" and painted the rubber rims of the road wheels.

Then the decals were applied over a coat or two of Tamiya X-22 Gloss Clear. Since the decals were applied to flat/level surfaces, application of the decals wasn't an issue. Having been left 24 hours to thoroughly dry, some light coats of X-22 Gloss Clear was sprayed over the decals to seal them. Another 24 hours was then given to allow the clear coats to securely cure, then it was time for the "wash" to highlight the detail. A suitable color of dark brown oil paint was put on a piece of cardboard from a thick sided box, to wick off the excess linseed oil, and then the paint was mixed up with some odorless mineral spirits. The mixture was applied with a small tipped brush, and then left to dry overnight. A number of Q-tips were dipped in odorless mineral spirits, and the excess "wash" was removed from the model. Once I was satisfied with the look of the "wash", I left the model alone for three days so that the oil wash dried thoroughly. I then airbrushed all the subassemblies with my favorite matt clear coat, AK Interactive's Ultra Matt Varnish. This was then left to cure for 24 hours.

Overall then, as I hope my review implies, this is a brilliant kit from Meng, which builds into a lovely, accurate model with the minimum of fuss. The only possible areas of minor concern are the way the upper hull goes together from multiple pieces over a frame. However, by taking one's time, test fitting carefully before apply glue, this shouldn't prove a problem. The tracks on the other hand are a chore, but the end result of taking the time to put them all together results in highly detailed, accurate tracks. I believe both these issues pale into insignificance when compared to the overall high quality and accuracy of the kit. Meng's Jagdpanther Ausf. G1 is **HIGHLY** recommended, so much so that I went out and bought myself another one for my collection! Many thanks to Meng for supplying IPMS USA with the opportunity to review this superb kit.





News from Jon!

by Jon Fincher, as prodded by Scott Kruize

Employing his ever-ready universal-purpose excuse for sheer nosiness (“Inquiring Minds Want to Know!”), our newsletter contributor Scott Kruize coaxed the following news from our friend-and-relation, Jon Fincher...now off in the remote hinterlands of the Midwest:

Hi Scott!

Yes, we're settling into the new place - always some new project going on, but for the most part we're good. I'm waiting for the spring thaw to get here permanently before I run power out to my model shed and get it set up properly, but I've a room with a small work area in the house where I can paint and build, so all is not lost. How are things there? Hopefully the weather has kept you in the model room this winter? Or do you fly your creations in the snow and ice? *[Haven't flown Outside for quite awhile...just a few little indoor flights in a nice warm gym! But will resume this spring. - SHK]*

The nearest IPMS chapter is in St. Louis, about a two hour drive away. They meet on Tuesday evenings, and the distance almost requires an overnight stay when I decide to go. I've been to one meeting, but had to miss February due to poor weather. *[Hah! Them, too! - SHK]*

As for other modelers in the area, I know of two others. That's not surprising - the Puget Sound has a few million people, and our club attracts only 100 modelers. There are only ~8,000 people in my town, and probably less than 100,000 within a 30 mile radius - the math just doesn't lend itself to big concentrations of modelers. That said, I'm trying to get my cousin and his son interested in building, so at least I'll have a couple of people to sniff glue with. :-)

The weather here has been odd. While Chicago has had a big punch of snowy weather, southern Illinois (where I live, about 300+ miles south of Chicago) is on a variable border between the cold northern weather and milder wetter southern. Sometimes the line extends south and we get cold and ice, like when the Polar Vortex came ripping down a few weeks ago. Sometimes the line pushes further north and we get spring-like weather like we had earlier this week. We've had some snow but not much, and we're in a rainy pattern now. When it gets like this, I could almost believe I was back in Seattle, but a Seattle with no mountains, no hills, no busses, no Uber/Lyft, no buildings taller than five stories, more farm land than the Skagit Valley, and only one Starbucks within 11 miles. *[How do the people there SURVIVE under such stressfully primitive conditions?! - SHK]*

And yes, I will be back in April - got the flight and hotel already booked, and have volunteered to help at Raffle and Judging. We fly in the Tuesday before, so I'm hoping someone hosts a TNI that Thursday as well. I was really missing everyone last weekend at the MoF - all the pictures were great to see, but I really wanted to be there instead. The same goes for Bill Johnson's 90th - I hope I get to see him when I get back. I wish someone could live stream the IPMS and NWSM meetings for me.

As always, thank you for the funnies* - I can always count on you to find stuff like that, and I greatly appreciate it (as did Sabrina)! :-)

Thanks for the email - glad to have the contact! (signed) ~~Jon

* I sent Jon scans of the four-page old *MAD*® Magazine article from January 1963. I read it, then, from my subscription copy...boy, does that DATE me! – but in Modern Times, I got Broderbund®'s *Totally MAD* CD set and can call up any article during an Aging Baby Boomer Nostalgia attack. You fellow Aging Baby Boomers may appreciate this one, especially as we finally emerge from Snowmageddon, which cost us our February IPMS meeting. Anyway, it's Dave Berg's “The Lighter Side of Winter”. I insisted Jon had to have his wife read aloud the very first strip, with feeling! – Then you must read aloud the very last strip, with feeling!?

That first strip opens with a pampered northeastern city lady's soliloquy:

I love winter!! I love when the icy wind makes the tears run down your cheeks! I love the blanket of snow that makes driving dangerous. I love when it melts, and you have to slog through all that slush! I love when everything freezes over! I love when your fingers and nose and ears get numb with the cold... Oh, how I LOVE winter!!

(she pulls out her suitcase and starts to fill it)

... Because that's when I go to FLORIDA!

The last strip has our lady in sunglasses, swimsuit, and big sunny smile, walks the background, unnoticed by the grizzled farmer-type in sunhat, suspenders over his shirtsleeves, addressing us with:

I hate winter!!

I hate it when the icy wind makes the tears run down your cheeks! I hate the blanket of snow that makes driving dangerous! I hate when it melts, and you have to slog through all that slush! I hate when everything freezes over! I hate when your fingers and nose and ears get numb with the cold! Oh, how I HATE winter!!

Because that's when those Yankees come here to Florida to get away from them Northern winters! And we HATE Yankees!

His wife is at his shoulder: – **But we sure love them Yankee dollars!**

There! Proof once again that every exchange and activity among us modelers is Intellectually Stimulating, Culturally Enhancing, and Morally Edifying!

Terry Moore Receives Curators' Choice Award at February NWSM Show



At the NWSM Show at the Museum of Flight on February 17, John Little, Assistant Curator and Dan Hagedorn, Curator Emeritus, chose Terry Moore's B-29 "Little Gem" for the Curators' Choice Award among the well over 1,000 models at the show. Congratulations, Terry!

Platz 1/72nd Scale JASDF T-33 "Headquarters Flight Group"

by Jacob Russell

This is the new Platz T-33 kit in the "JASDF Headquarters Flight Group 40th Anniversary 1997" boxing. The kit consists of 55 parts on five sprues. The plastic parts are molded in a light grey. Surface detail is by way of recessed panel lines, with raised detail where appropriate.

There is minor flash on some of the parts, with sink marks confined to any piece with recessed detail on both sides, such as all of the landing gear doors, and the port side of the lower fin. The sprue attachment points are very small and it will be easy to remove the parts without damage.

The overall detail of all the parts is very good, especially for a 1/72nd scale kit. This is the type of aircraft kit that will look superb with a careful wash of the panel lines.

The cockpit is convincingly busy with raised detail on the sidewall consoles and instrument panels, upon which you can add decal panels to increase the realism in these very visible areas. The only things you need to add to the cockpit are either a pair of pilot figures or two sets of seat harnesses.

The wheel wells are of an appropriate depth. The landing gear and wheels are extremely well executed. The air brakes are depicted open and you also get a pair of wing tip fuel tanks.

The instructions are well done, with a parts map and color call outs for GSI Creos/Mr. Color and Testors Model Master paints. The instructions are well illustrated with a logical, easy to follow build sequence.

The decal sheet (by Cartograph of Italy) is spectacular. The colors are bright, the printing is crisp, legible and in register. There are over 100 decals on the sheet, so you will be kept busy applying them. Many of them are tiny so get out your Optivisor or preferred magnifying device. The sheet has marking options for two different natural metal aircraft:

"51-5655", JASDF Air Defense Command 40th Anniversary Headquarters Flight Group, Iruma Air Base, 1997. This stunning aircraft has yellow, red and blue stripes on most of the upper surfaces, and orange/green wing tip fuel tanks.

"51-5655", JASDF Air Defense Command Headquarters Flight Group, Iruma Air Base, 1997. This is the same plane, minus the 40th anniversary markings, with the same orange/green wing tip fuel tanks.

This is a top notch aircraft kit. It is accurate and well detailed, nicely molded and it will be a nice build. I think that despite the small number of parts, Platz's T-33 kit is intended for the more advanced modeler. All that you really need to add is two sets of seat belts and you will be good to go.

I recommend this kit and I will like to thank Platz for the review sample.

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



Automotive Model Builders and Collectors of Greater Vancouver

PRESENTS

"The Great White North"

NNI



Model Car Show and Swap Meet

Theme - Honour Your Birth Year
Build and Show a vehicle from your Year of Birth
(Closest to your birth year will do!!)

Cameron Community Centre
9523 Cameron St., Burnaby, BC

Date: March 16, 2019
9:00 am – 3:00 pm

ENTRY FEES: \$5 (up to 3 models) \$2 each additional model.
Youth (13 – 16 yrs): \$3 – unlimited models.
Junior (12 and under) Free!

ADMISSION: Adults \$4
(Children under 12 with an adult **FREE)**
VENDOR TABLES: \$30 (after Jan 31/19 - \$35)
For more information contact:
Gerry Bamforth - 604 985 7281
Gerry Chevalier - 604 937 7797 – chevaliergerry@gmail.com
Brian Scott - 604 356 5467 – bs300c@gmail.com

Hauler 1/35th Scale Panzerfaust with Box

by Eric Christianson

The Panzerfaust ("armor fist" or "tank fist") was an inexpensive, single shot, recoil-less German anti-tank weapon of World War II. It consisted of a small, disposable preloaded launch tube firing a high explosive anti-tank warhead, and was operated by a single soldier. The Panzerfaust was in service from 1942 until the end of the war.

Hauler, a small company out of Czechoslovakia, continues to add to its list of quality aftermarket and modeling supply products; this time with a package of Panzerfaust weapons complete with two cargo boxes in 1/35th scale.

The package contains a small PE sheet, a small sheet of decals, a sheet of instructions and a single baggie containing all the resin parts, including eight Panzerfausts. My sample arrived with one of the two delicate 'rope' handles broken off of each of the two boxes.

The resin boxes, the box lids, and the interior Panzerfaust stands are very, very thin and care must be taken in separating them from their thin resin blocks. The Panzerfaust weapons themselves are attached to their resin blocks at the 'business end', simplifying painting and finishing.

When assembling the boxes, keep in mind that there is a 'fat' end and a 'skinny' end to the weapons, and the stands inside the boxes need to line up accordingly. This is not readily apparent from the instructions.

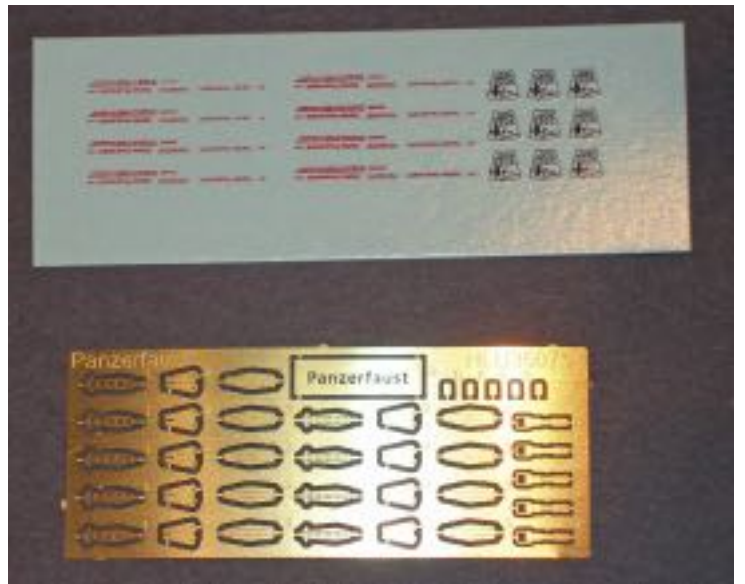
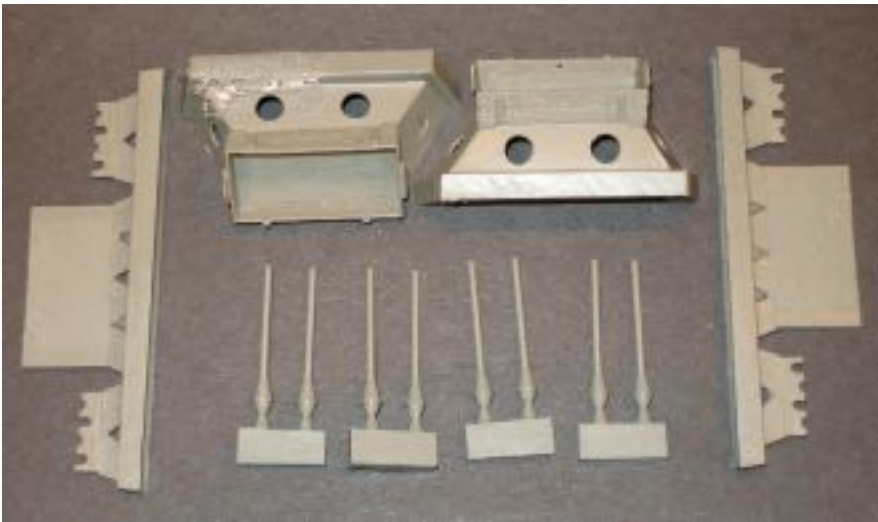
Each Panzerfaust sports a handle and firing mechanism that consists of three separate PE parts that must each be folded along their length, and then down on each end. I own some of the best PE folding tools available and it took me ten frustrating minutes to make the folds need for a single weapon. Looking at the company's website I noticed that their in-house model builder finished at least two, so that's what I did – (I know it can be done!) I attached the PE using Gator's Grip Acrylic Hobby Glue – which is like a thick, 'white glue on steroids' that dries perfectly clear.



I finished everything by applying a primer coat of Gunze Mr. Finisher 1500 Black, followed by a coat of Tamiya Dark Yellow thinned 50/50 with Gunze Mr. Color Leveling Thinner. I then lightened the flat areas with a little Vallejo 71.075 Sand, thinned 50/50 with Vallejo Airbrush Thinner. After applying the (very thin) decals I sprayed them with Vallejo Flat Varnish cut 50/50 again with their own Airbrush Thinner.

I recommend this Hauler product for any modeler who wants to add a little realism to their work with quality after-market products, although some may have trouble with the photo-etch. Once clipped, sanded, painted and weathered they look right at home in any WWII diorama or German AFV.

I would like to thank the Hauler for providing this product for review, and to IPMS USA for giving me the opportunity



Ambulance with a Difference: AModel 1/72nd Scale Lear Jet 55C – Part 2

by Scott Kruize

Last time, you remember, Our Hero, all the while fearlessly protesting he's not a 'Bill Osborn clone', tackled an AModels® 1/72nd scale Lear Jet 55C ambulance.

There are so many things about this that are non-routine. For one thing, when I started hanging around with the rest of you, resuming plastic modeling twenty years ago, I quickly settled on 1/48th scale as my favorite. This is based on my brilliant analysis of the following facts:

- My allowance is bigger Now than Way Back Then, where the Airfix-72 Constant Scale® line at Lakewood's Thunderbird Drug Store started at 39 cents
- I've always built military warplanes, with every bit as much enthusiasm as revulsion at the mere thought of flying a 1-to-1 scale one into combat, myself
- My Aging Baby Boomer hands and eyes find 1/48th scale a lot easier to work on than 1/72nd

Nevertheless, I can claim that my impeccable moral convictions compel me to participate in the quarterly displays the NorthWest Scale Modelers put into the two glass display cases by the Museum of Flight's Café. They're usually done in 1/72nd, and I volunteer to fill in gaps in the display Producer's list of desired models. Any claims that I really do this just because I like to will be met by vigorous public protests that that's 'fake news'!

Be all that as it may, I accepted Morgan Girling's 'gift' of this AModel kit, to make an air ambulance for this next quarter's 'Search and Rescue' display.

The build itself is now nearly finished. As I explained in the last issue, AModels have clearly progressed beyond the quality (if that's the word...) that Bill Osborn used to righteously struggle against. While their kits still have limited-run – as opposed to Big Budget – qualities, they're well within our skill sets.

This is not to enthusiastically praise this Lear Jet kit. The lack of location peg/socket sets means great care has to be taken in aligning components during gluing. Every joint needs careful dry-fitting. I joined most components with Pacer® medium-viscosity superglue, which gives a little set up time. Joining fuselage halves, I went all around pulling thin strips of masking tape into place to hold alignment and to clamp the seam tightly.

Similarly, I worked each component into alignment, bit by bit, holding it in place until the CA catalyzed and set so I could let go. That would include the upswept winglets, the two halves of the horizontal stabilizer with elevators molded in, the engine mounting pylons, the engine nacelles to the pylons, and the stabilizing sub-fins at the bottom of the rear fuselage.

Each engine nacelle is made of eight parts: left and right main shells, left and right intake ring, left and right exhaust ring, front fan, and rear compressor cone. Every joint among these required some trimming and sanding. Fitting the front fan discs was particularly fussy: outboard of the simulated turbine blades is just flat disk, but they're



marginally too big to fit within the front intake cowl rings. Each had to be very carefully sanded down in width, evenly, until it was just a snug fit inside the front cowling.

The AModel moldmakers did a pretty good job of molding some very tiny detail parts. However, the very thin spine forward of the fin assembly gave some trouble. It required great care in sanding off the sprue gate stubs, then trying to get the whole thing to lie perfectly flat and straight along the fuselage. I ended up working with a piece of my own stretched sprue, instead, and this seemed to work fine.

A set of related parts gave similar trouble: the four wing fences. As we all know, you can't work on a model without learning something of its original real-world machine. Lear Jets are not all identical, and while some have 'clean' wings, others, including this 55X converted ambulance, have a pair of fences on each wing.

The molded kit parts were of course quite fragile, but I managed, with MicroMark cutting tweezers, to get them off the sprues without breaking them. But the parts are just a tiny bit rough, down below where they'd meet the wing, and above where they cut the air. I could tell I'd have trouble first sanding them to sit perfectly conformed to the wing, then keep them straight up and down, as well as straight along their length. Before I started, I went back and looked at such close-ups of 55X wings as I could find on the Internet. These showed fences unlike those in the kit, which are curved into hooks to extend over and slightly beyond the wing leading edge, much like on early MiG jet fighters. But the real Lear Jet 55X has fences that start at zero height just aft of the formed leading edge, then rise smoothly in height till they reach just to the wing trailing edge of the wing, where they're cut off at a slight angle.

I decided it would be easier to cut substitute fences from thin sheet styrene. See the close-up; I think they came out OK.

I had to use Perfect Plastic Putty® here and there and everywhere on lots of the seams, but only very small amounts in each place.

The real 55X ambulance bristles with navigation and communication antennae. The sprues still have a few fiddly bits to represent these. I intend to mask off and paint the blue and red trim areas first.

And that's where this installment has to end. Again, newsletter deadline looms. All things considered, it hasn't been a bad build, but not easy, either. I will be glad when it's in its final livery and decals, the latter provided by Ken Murphy, who really is a professional graphic artist, and has a color printer. I'll get pics of the final product to run in the next newsletter, before I put this AModel 'happening' into the MOF display cases for 'Search and Rescue' this Thursday. I hope it looks good there!

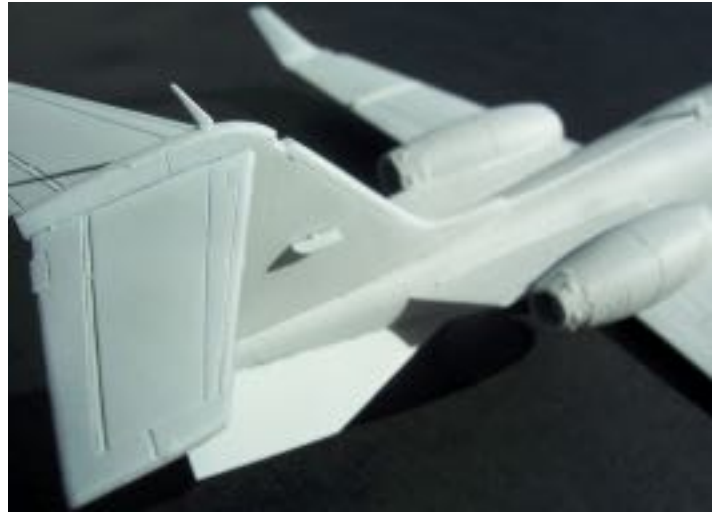


Photo of the Month



Kawasaki C-1 of the JASDF, 402 Hikotai. Source: JASDF

2019 IPMS Seattle Meeting Schedule Confirmation

Just to confirm, the October meeting will indeed be on October 5, to enable members to attend the IPMS Vancouver show on October 12. Here are the remaining meetings for 2019.

March 9 - VFW Post
April 6 - VFW Post
April 13 - Spring Show at Renton Community Center
May 11
June 8
July 6
August 10
September 14
October 5 - VFW Post
November 9
December 14

Meetings shown without a location will be held at North Bellevue Community/Senior Center, 4063 -148th Ave NE, Bellevue.

The March, April, and October meetings will be held at VFW Post #2995, 4330 148th Ave NE, Redmond, WA, 98052.

Meeting Reminder

March 9

This month's IPMS Seattle meeting will be at VFW Post #2995, 4330 148th Ave NE, Redmond, WA, 98052. See page 3 for directions and map.