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After the Battle

Before we get into the subject of this month’s editorial, let me first wish everyone a happy holiday! We celebrate Christmas in our household, but however the upcoming weeks come down in your life, enjoy the good food and company this holiday brings. AND – go out and buy yourself a new kit – you deserve it!

The club will be celebrating at our next general meeting this Saturday – our largest get-together of the year. People will be bringing in pot-luck food, drinks, and – due to the larger attendance - models and modeling accoutrement to sell!

Jackie and I will be bringing in dough-wrapped Lil ‘smokies, an ice chest full of ice, plates, cups, forks/spoons, etc., and napkins. Hopefully you all can ‘fill in’ the blanks with something fun to eat or drink as well. Please, no glass, and try to make what you bring bite-sized and handy.

And don’t forget your models to sell, and cash to use!

Jackie and I had a crazy modeling-related experience on our vacation last month. We stayed at a hotel in Budapest, Hungary; a large, beautiful European city split into two parts by the Danube River. Buda sits on the ‘hilly’ side of the river, with Pest on the Eastern flatlands.

The hotel, a Hilton, was located in Buda on ‘Castle Hill’, and built right on top of a 2,000-year-old monastery, built at the height of the Roman Empire. And literally, right on top of the ruins. Inside the common areas were numerous blocked-off sections every 30 steps of so, where you couldn’t walk. These sections held ancient artifacts - walls, wine cellars, defensive turrets, etc., etc.

How was an American hotel magnate (Conrad Hilton) allowed to build a huge hotel right on top of this priceless and hallowed ground, you ask? Well, by marrying Zsa Zsa Gabor, of course. In 1957, Hungary was in the midst of pulling away from the former Soviet Union, and the richer and more famous you were, the easier it was to do stuff like that.

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Public Disclaimers

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. 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.

Editorial Policy

Our newsletter is prepared with the goal of providing information that educates, informs, and helps expand the skills of our membership about our hobby: plastic scale modeling (including resin, vacu-form, and 3-D printed scale models). All content related to the hobby are welcome. For more detail, please see the complete Editorial Policy [here](#).

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If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document.

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IPMS Seattle Classifieds

Available at next meeting (12/14/2004): two very obscure kits of two pretty obscure military planes.

Valum 1/72nd scale British Bristol warplanes:

Brigand and Buckmaster.

The Brigand was planned to be a successor to the Beaufort and Beaufighter, able to carry out long-range attack missions, including carrying a torpedo. About a hundred and fifty entered service too late for WW2 but served in the Malayan Crisis, and with Pakistan.

The Buckmaster was intended to be a more modern 2-seat trainer, to prepare crewmen for the higher performance 2-seat warplanes then in service.

Both kits are brand-new, un-started, undamaged. If this interest those of you who care about really obscure aircraft, plan to attend the next meeting and get them from Scott Kruize. Price? Make a reasonable, fair donation into the Club coffers.



Magic Factory A-4M Skyhawk Light Attack Aircraft



By Bob LaBouy

Background about the A-4 Skyhawk

As I often do, I enjoy looking back at the history of A-4 aircraft family, to gain a better understanding of its history, development and use. In the A-4, this history of over 60 years. Often referred to as 'Heinemann's Hotrod' or 'Scooter', some of favorite sources or references include:

[Wikipedia / Naval History and Heritage Command](#)

[Smithsonian National Air and Space Museum / USS Midway Museum](#)

Several early observations:

Very tight fit of each piece. As you inspect the seams on both the top and bottom, there is literally no gap or misalignment (using only a very small amount of Tamiya Extra Thin Cement

(the 'Quick Setting', lime colored top #87182). I have rarely seen molds allowing this degree of accuracy.



Good instructions for where holes to be drilled out on the fuselage and lower wings.

Kit also provides highly polished small canopy mirrors provide for another unique aspect for this kit.

Special attention is required around the 'flaps and speed brakes' areas; I found the tabs needed quite a lot of filing and sanding to slip easily into the tiny slots. While on this point, I want to recommend the Infini Narrow Type 2.5mm Diamond Taper File sets, which are the only very small files I have found that allow for these small tabs to be filed or sanded to

allow them to fit into the small rectangular slots at the rear ends of the main wings.

Even this kit provides the small leading wing fences, and as with the remaining PE on the sheet, these come without the need to cut them off the sheet as they are made without any connecting points—which is a significant advantage requiring no filing or sanding whatsoever and a big time saver.

Also worth mentioning are the multiple dash boards, side consol panels, and fuel probes provide for both the early and later interiors. This is the sort of details overlooked in many other kits and included in the Magic Factory kit.

Several additional notes or observations worth mentioning: (a) I was very impressed with the trim tab for the lower right hand aileron—it's a separate piece with its own control rod (plate instruction #14); (b) both the flaps and spoilers are provided with small cut-off tabs allowing for either of them in one of several configurations (plate instruction #15); (c) the tailhook can be deployed and or swiveled (instruction #16); (d) deployable RAT device and the most intricate main gear, bridle hooks and posable nose gear I've ever seen on any kit (instruction #17). The amount of detail in the wheel wells alone is or exceeds that which I found in my detail sets.





There are numerous other smilingly small touches; each of which makes this Magic Factory such a pleasure to build. These include the boarding ladder, inlet covers, numerous position lights, the landing light, the PE angle of attack sensor, the small bomb or ordnance sway braces, the top area around the engine bay, and you can open several access panels (displaying the black boxes within those openings) including the nose and

radome sections (in both the open and closed position with bulkheads).

Paints Used:

In my choice for painting the famous ‘Heinemann’s Hotrod’ I chose the following Real Color paints:

Back to the Real Color paints I used:

Flat Black	RC 001	
Insignia White	RC 222	underside of aircraft and control surfaces
Light Gull Grey	RC 220	upper fuselage, wings and tail
Red	RC 006	inside speed brakes and several flaps
Yellow	RC 007	
Olive Drab	RC 023	ordnance/Mk 81s & 82s
Radome Tan	RC 227	Antenna/ECM pieces
Mission Models	MMP-105	Worn Black Grey Tires
Mission Models	MMA-006	Gloss Clear Coat (lens overcoating)
AK Xtreme Metal	AK 484	Burnt Metal (exhaust area)
AK Xtreme Metal	AK 476	Steel (tailhook)
AK Xtreme Metal	AK 479	Aluminum

To repeat an earlier note about these paints. I was confused about just what these paints are, and do they differ from what they are listed as ‘NEW Real Colors Acrylic Lacquer Paint’. I know I

was forced to investigate this a bit further just to understand is there a difference a 'lacquer' and 'acrylic lacquer'? Even though the latest bottles of the Real Colors paints clearly list them as 'lacquer' paints, the confusion is one of semantics when their advertising an 'acrylic lacquer' with a new *improved format*. The bottom line seems to be that these are still lacquer paints and they need to be thinned or cleaned with their High Compatibility Thinner (RC 702). I am continuing to use Mr. Hobby's Mr. Color Leveling Thinner (#T-106:300) performing my all my cleanup denatured alcohol (as suggested by John Miller, aka 'Dr. Strangebrush').

Other Technique Notes:

Several small seams and small openings were filled with Vallejo Plastic Putty (#70.401). This is a



water-soluble filler which can be wiped off the model surface and repeated where necessary once the initial application is dry.

Nose weight, especially when used with tricycle landing gear a/c, corrected with Deluxe Liquid Gravity (#BD38). This is comprised of very small metal shot, allowing for this material to be placed in nose or cowling areas which might be very hard to reach normally, followed by cyanoacrylate glue (CA) over the shot. I prefer Rocket Hot (also a Deluxe product) (#AD43), though it is very fast setting and very thin, the bottles of glue tend to harden quickly.

I also used several AK Real Colors Markers for both touchup and to pick out small dials and knobs, etc. I have quickly become addicted to these water based

acrylic markers. I painted the chrome areas using Molotov Liquid Chrome (#703.102) which provides a mirror like finish around the nose gear.

Followed by an overcoat sprayed coat of Alclad II Lacquer's Aqua Gloss Clear (#ALC 600). This is my personal favorite overcoat which produces a great clear finish (though in the bottle it appears cloudy, not to worry).

My painting included a small amount of pin washes, using 502 Abteilung Brown Wash #ABT080. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426.

I used small amounts of Microscales Micro Set #MI-1 and Walters Solvaset #904-470, which allows the decals to snuggle down and fit tighter when dry.

And I sprayed my overall final finish using Testors Dullcoat Lacquer (#1160).

Decals

I chose a 'hybrid' approach to the decals, using the Magic Factory sheet for most of the basic aircraft markings, especially those for the 'early' and 'later' dashboard and side panels. I was also pleasantly surprised to see the markings for an A-4M with those I photographed back in 1972 at China Lake NAF.



This sheet was perfect except for one glaring omission (see note below). This sheet covered the 'Hard Corps Scooters' from MAW-Decals (#48-MAW015) providing not only the BuNo 159471, but also the U.S. national insignia with a darker blue and the top cowl anti-glare panel, which did not require additional masking. There is also a Print Scale set of decals for the A-4M.



One small disappointment is that there is no decal for the tail hook. It was an item requiring the alternating black and white paint to create the 'barber pole' look for the long shaft of the tail hook. I suspect this is an item just missed when decal sheet was printed.

Though a small issue as well, I found that the 'yellow nose ring' decals for the kit decals were misnumbered; I



recommend #96 and #97 be reversed from what is shown for positioning these decals.

Summary recommendations:

This is yet another example of a kit with all the 'bells & whistles.' Any way you can analyze this kit, it's **outstanding!**

While I would not recommend this kit for an inexperienced modeler, as there are many small and very small parts, which I feel might challenge some modelers.



On the plus side this kit is a very high quality kit of a significant aircraft, the mighty though diminutive A-4 Skyhawk. When compared with the recently released Airfix (1/72nd), Hasegawa (in 1/72nd, 1/48th or 1/32nd scale), Monogram, ERTL, ESCI, Eduard, Fujimi, Hobby, Hobby Boss,



Italeri and numerous other kits, I rate this as the 'pick of the litter' and recommend it over all the other manufacturers' efforts.

I can hardly wait to build another A-4M and hope for added A-4 variants of the mighty 'Scooter' and added decals to adorn the Magic Factory's beautiful kit.



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Das Werk's 8.8cm Flak on a 9-ton Vomag Truck



By Eric Christianson

Overview

Years ago, at an IPMS Nationals, I saw a fantastically-weird military vehicle called a Vomag, in tiny 1/72nd scale. All resin, from a Czech company called CMK, I think it was priced at \$145, cash-only. I (very briefly) considered buying it, but alas, apparently even I have limits (who knew). Especially since I thought at the time that this was another German *paper-vehicle*; something that never saw the light of day.

A decade or two went by and I found myself at yet another IPMS Nationals, this time with only one model kit on my buy list – a 1/35th scale version of that very same vehicle, the '8.8cm Flak on a 9ton Vomag' by Das Werk. The weird 'paper' truck turned out to be a very real vehicle. Only twelve units were built, completed in 1941, and assigned to Hitler's 'Personal Protection Unit'. As such, they never saw combat until the closing days of the war in Europe, during 'The Battle of the Vomags', in Budapest, Hungary. The only two vehicles to see combat were finally destroyed by the advancing Russians, coming across the bridges from the Pest side of the Danube River.

The Vomag, named after the German Truck company of the same name, started out as a heavy-lift truck, with some being converted to passenger buses. The entire top of the vehicle was removed and reworked into an open-air design, capable of mounting the large and lethal

German '88'. The rear of the vehicle was built up to store 64 rounds of ammunition and a variety of crew-related equipment. The vehicle is held in place during combat by four outriggers that extend from underneath the chassis. The length of the loaded vehicle and its paltry range and speed were probably contributing factors to it not being used much during the war.

What's in the Box

The Vomag is a complicated build and I was surprised that it was offered by Das Werk, a company that has a good rep for fielding kits with 'not that many' parts in the box. This kit is different. Not only is there a complete 88mm Flak 37 gun included (sans the gun shield), but there is also a complete engine and six multipart 'sandwich'-style wheels. All of the storage compartments and doors can be modeled open or closed, and both PE-mesh side panels can be assembled open or closed. Two sheets of PE and a set of perfectly registered decals round out the contents of the understandably oversized box.

The 32-page, glossy, full color instruction booklet is orientated sideways, with color callouts for Ammo-Mig acrylic paints. A detailed parts map falls before the construction section, and four gorgeous, full-color five-view color/decals schemes bring up the back end of the booklet. The following unit schemes are called out:

1. Flak Regiment 42 I./42 (mot.S) Bremen – Oslebshausen, Germany, July 1942 (all grey)
2. Flak Regiment 42 I./42 (mot.S) Zeche St. Katharina, Essen-Steele, Germany, March 1943 (all grey)
3. Flak Regiment 42 I./42 (mot.S) Renault Factory Billancourt, Paris, France, March, 1942 (all grey)
4. I./Flakregiment 40 Halasz Bastya (Fischer Bastei), Budapest, Hungary, February 1945 (German tri-color)

Assembly

Lower Chassis - Assembly starts with the lower chassis, and it is not pretty. The two longitudinal frame members that reach from the front to the very back of the vehicle are connected by no less than twelve cross-members that **MUST** be square with the frame and each other, or things start to go sideways in a hurry. The single front and dual rear axles are busy with a lot of small parts, and the wheel connections are not great. Each wheel (of six) depends on two separate female holes accepting their male counterparts in a small, restricted area. Spoiler alert – the wheels ended up going on fine later, so I must have done something right here. There are a variety of fuel tanks and tubes and pipes that run up and down the chassis, all with a good fit and straight-forward assembly.

Engine and Front End (no Transmission) – The highly-detailed engine is a nice addition and the front end can be modeled to show it off by omitting the two engine compartment side panels (a common practice on some of these larger German trucks and halftracks, like the 18t FAMO). I felt I had enough going on in the back so I closed the compartment and saved the engine for my spare parts box. The fiddley headlights and engine panel locking clasps are a pain, but bring a lot of detail to the front end.

The fenders did not fit well, with everything depending on several long, thin pieces being situated correctly (the instructions were not very helpful here). In the end it was all about a 'push here and a pull there' until things looked relatively symmetrical.



Wheels – Each of the six wheels on the Vomag (and two spares) are plastic and assembled using five 'sandwiched' rounds - a design pioneered by MiniArt - and perfect for these huge tires where the seams between the rounds double as the tread. No clean up required here, and the plastic takes paint and weathering beautifully. Tape masks for the wheels will not work since there is an awkward protruding hub in the middle of each wheel. That said, there is a small rim that will assist in guiding your paint brush when you get to that part of finishing the wheels.

Drivers Compartment and Windshield – The redesigned Vomag truck sports a 'boy howdy' driver's compartment – clearly visible to all who care to look. Yup, no hiding anything with this truck build. Like any other model, I could have gone the full nine yards here, adding what didn't come in the box, and weathering it to pieces. With so much else to do, however, I ended up using what parts came in the kit, and then making a few passes with washes and filters to get the job done. Fortunately, I was able to airbrush the exterior surfaces without masking off the driver's compartment, so the open-air aspect of everything turned out to be a snap. It is important to paint the seat backs and backboards (F7/F8 and F20) separately (which I did not do) to achieve a fine visual line between the three parts. I will probably pay the price for missing that at the next competition – luckily there are so many other visible flaws it will hardly matter!

The construction of the compartment and its two sidewalls is simple, but fiddley, and the angle that you end up with on each side will affect the fit of the side doors on the rear deck as well. Go slow, and study the images in the instructions.

The dashboard decals went on smoothly using Future floor polish. They help the eyes move along the lines of the console – the dashboard 'looks' right as a consequence.

The windshield is a one-piece affair with the wipers, inexplicably, molded right on to the 'glass' surfaces. Weathered windshields are complicated enough to pull off; adding the masking and painting the miniscule wipers is a head-scratcher. Especially since Das Werk provided detailed sun visors mounted directly above them as separate pieces.

Gun Bed and Storage Lockers – Next comes what I considered the coolest part of the build – the gun deck, drop sides, outboard station riggers, and a plethora of storage lockers. I decided early on that I would show the port side of the model deployed for combat, and the starboard side in transport mode. This way I could easily show both 'looks' of this magnificent model, and vehicle.



The main bed consists of several large parts that are assembled from the front to the back. The underside of the bed has a rather complicated set of plates that must line up perfectly for the bed to seat correctly on the frame underneath. Somehow, I got all of that to fit right – I recommend using thick, slow-drying glue to do this, giving yourself time to adjust things as you go.

Back on top, each vertical component of the main deck has some kind of detail added to it, such as gun racks (that hold four infantry rifles each) or foldable chairs and/or benches. There are three openable storage lockers in the main gun deck – I blocked one with a bench, (on the starboard side) and left two open, opposite. Likewise, I deployed two seats and one bench, while stowing their counterparts on the other side.

There are three ammunition/fuse lockers on each side of the vehicle, complete with ammo racks and detailed doors. I used a bunch of 88mm shells from my spares box to fill up the set of

port-side lockers, and closed the three doors on the other side. I was sure that I was going to break off these open doors a dozen times but their mere presence forced me to handle this porcupine of a model very, very carefully during finishing.

The two drop-down side panels came with three full PE mesh screens *each*. The instructions said to triple the thickness of the PE on each side. Um, no. A single screen on each side was more than sufficient, and looked much better than the stacked and subsequently opaque side panels envisioned by Das Werk. I now have four very nice PE side panels in my spares box.

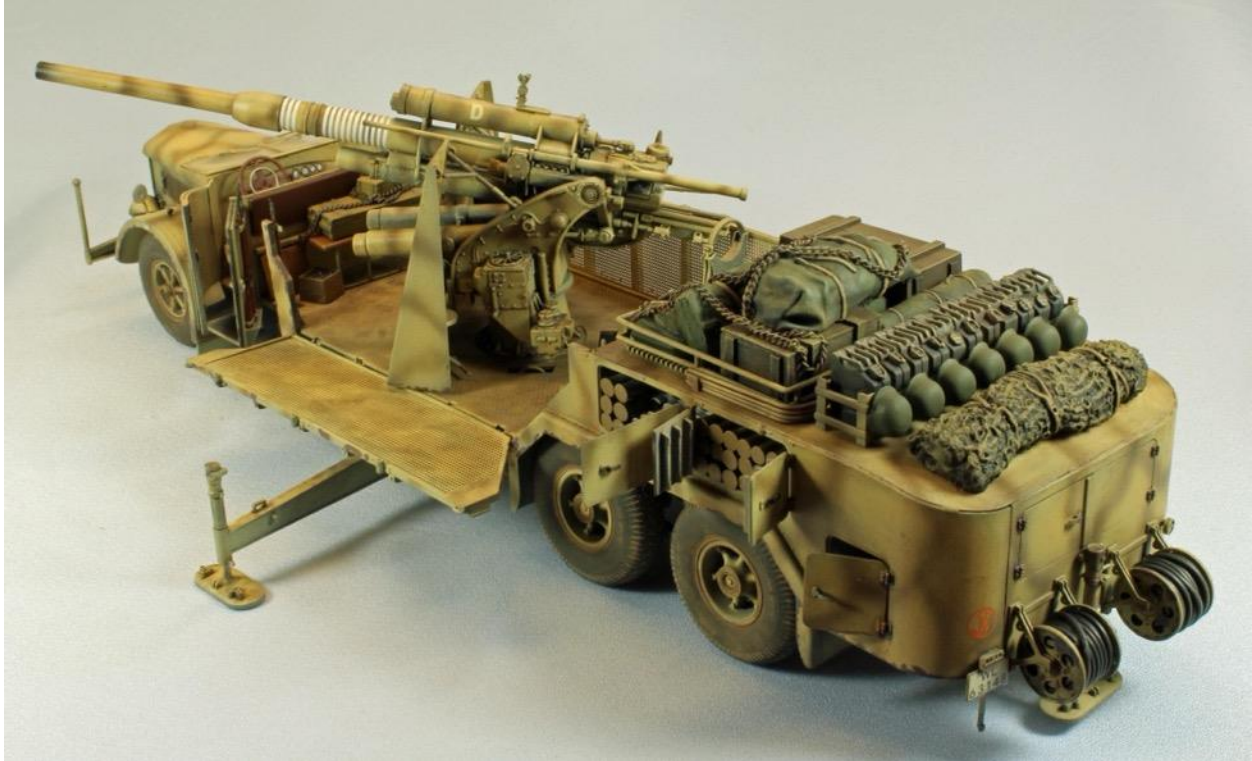


The Rear Deck and Fire Hoses – The large rear deck of the Vomag and its equally large luggage rack was meant to accommodate the baggage of all the passengers back when it was a bus (before they cut the top off). As a result, there is a huge open space to fill right up there on top, where all the eyes gaze. The luggage rack is made up of a stack of five U-shaped brackets included in the kit, and filled with a bunch of Value Gear (not) included in the kit. I added a rack of Jerry cans and a smattering of German helmets, all from my spares box. Finally, I added rolled-up Value Gear netting at the very rear.

The busy rear-end of the vehicle contains two spools of rubber hose (in the kit) and an outboard drop-rigger to help hold the vehicle in place whenever the big gun opens up.

The 8.8cm Flak18 37 Gun – Which leaves the gun itself. The pictures of the completed model in some of my literature show the main weapon on the Vomag sporting the ubiquitous front skirt/shield often seen on towed 88mm guns. Unfortunately, no such gun shield exists in the kit. I considered making my own out of styrene sheet when it occurred to me that I have several \$20 Tamiya 88mm kits in my stash that include the shield as a single piece.

Looking at the multiple sprues of tiny plastic pieces that Das Werk wanted me to assemble (only to end up without a gun shield), and then looking at the shake-and-bake Tamiya kit, well, I lazily opted for the latter. Yes, my Vomag has a Tamiya gun on top, but I challenge you to call out the differences, other than that missing gun shield. All I can vouch for is that the complete Das Werk gun looks to be accurate enough and has slide-molded parts where needed to assist in seamline cleanup. Das Werk uses 28 steps spread over eight pages of instructions to assemble their masterpiece, which now resides in my very fine spare parts box. Honestly, this kit is challenging enough – I carry no guilt in swapping that dude out.



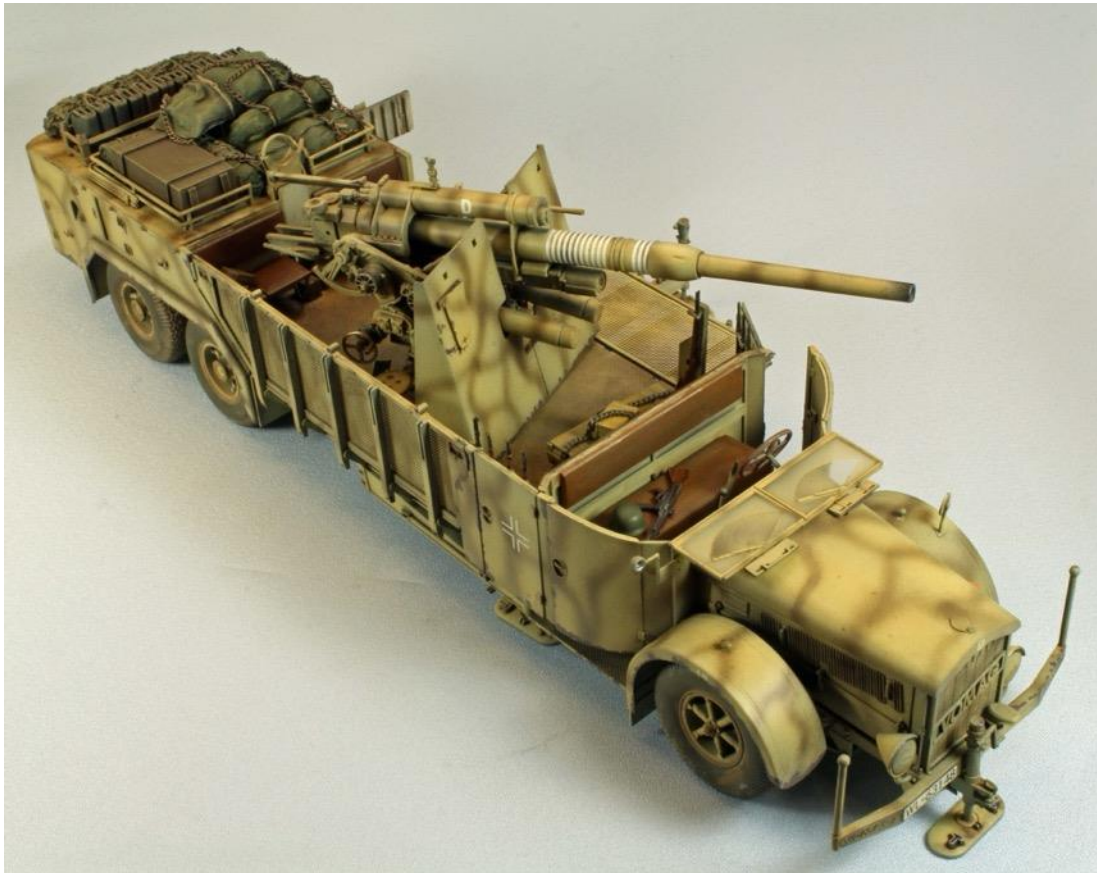
Painting and Finishing

The Vomag camouflage schemes come in early war German Grey and late war German Yellow. I thought the yellow scheme would be best to highlight the detail on a vehicle with so much going on. The single (German Yellow) example in photographs had large spots of German Red-Brown and German Forest Green applied somewhat randomly all over the vehicle and the gun. I decided to calm that down a bit and applied a wavy mix of both of those colors instead.

After allowing an overall primer coat of Gunze 1500 Black to dry, I laid down a 50/50 mix of German Yellow and Flat White, as a base. I use Tamiya acrylic/lacquers and AK Interactive Real Colors cut 50/50 with Gunze Self-Leveling (lacquer) Thinner. No other additives are needed for this winning combination, in my opinion. I used Vallejo paints for almost all of the hand-painted items, and Mission Models Tire Black for the tires. This color is slightly dark-green when applied, and looks accurate when lightly burnished using 'face oil'.

Here are the remaining callouts from my notes:

1. Cab interior finish
 - a. Over all Filter - ABT Wash Brown Oil & Mona Lisa.
 - b. Console - dry brushed base yellow with ABT Dark Brown Oil, and applied gloss on the dials.
 - c. Knobs and Detail - Tamiya X-1 Gloss Black.
 - d. Seat cushions – Vallejo PA311 New Wood as a base, followed by an enamel wash using AKI Wash for Wood, wiped along the grain with a Q-Tip. Once dry, I buffed it out with a clean, dry Q-Tip.
 - e. Steering wheel – Vallejo MC940 Saddle Brown and Tamiya Silver.
 - f. Floor - ABT Wash Brown Oil filter with silver pencil bling.
2. Additional details
 - a. Rifles and Ammunition Rounds – Vallejo PA312 Leather Belt and Tamiya Dark Iron, detailed with Uschi Chrome pigment. Rounds – AKI 476 Brass.
 - b. Baggage – various Vallejo paints with Vallejo MC 70.821 German C. Beige WWII used for the straps.
 - c. Boxes – (airbrushed) Tamiya NATO Black base followed by AKRC56 Dark Brown.
 - d. Jerry cans and helmets – light coat of Tamiya German Grey over various shades of bare plastic, and Tamiya Field Grey for the helmets.



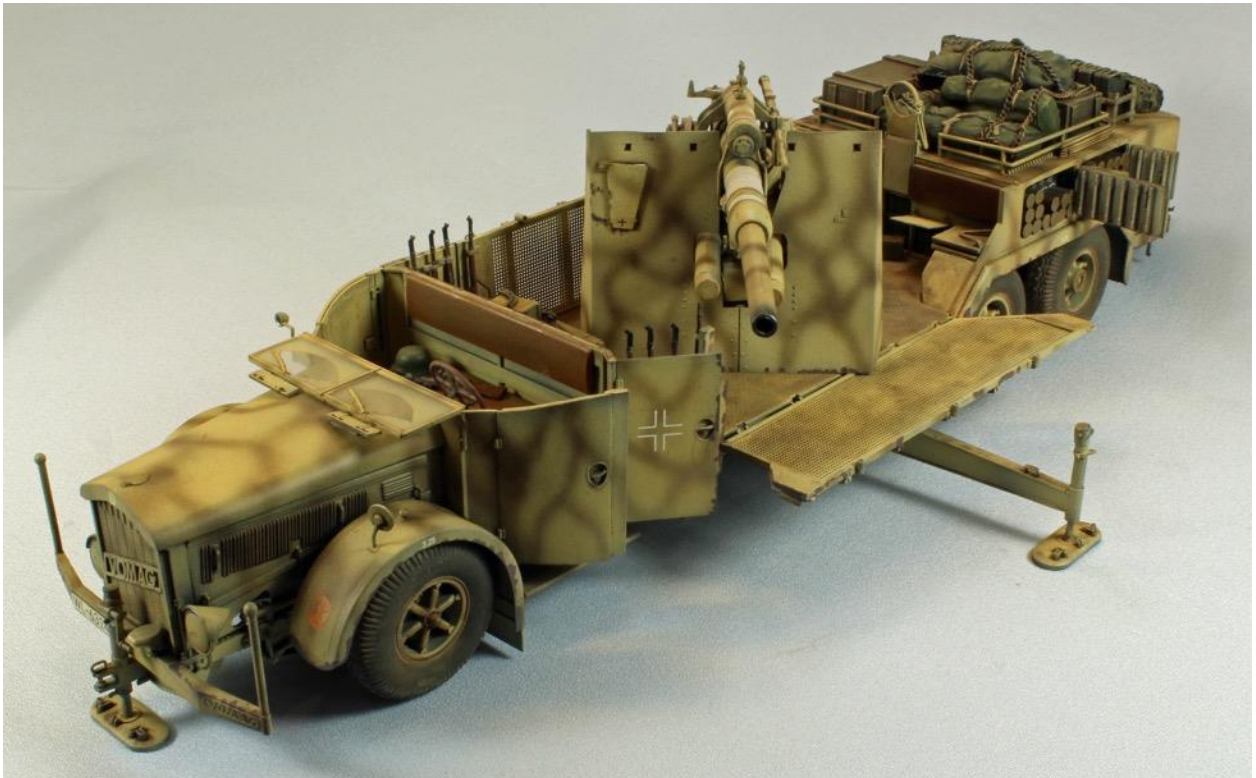
Weathering

I wanted to show a slightly-weathered vehicle and gun, so I started with an overall filter of ABT Wash Brown Oil thinned with Mona Lisa to tie the background yellow with the brown camouflage.

I then spot-sprayed Alclad II Aqua Gloss Clear (acrylic) wherever the decals would go and let that dry overnight. The thin decals went on with the Red/Blue Micro system without any issues.

Once dry, I used a two-step process to set the surfaces up for weathering: First, I applied an overall coat of VMS **Satin** Varnish to give everything just enough 'etch' to grab and hold the weathering products that followed. Next, I applied a second coat of VMS **Flat** Varnish to just those items that would never have any kind of 'sheen' on them, like the canvas bags and wooden boxes. VMS varnishes are excellent and will 'disappear' any decal edges you spray it on, guaranteed.

When that was dry, I applied an overall dark pin wash using AK325 Dark Umber, cut 1:4 with Mona Lisa.



Once that enamel wash had 'de-gassed' overnight, I went to work using a variety of oil paints, un-thinned, to add streaking, dot-washes, rust spots, etc., stopping often to check my work. The general application consisted of applying small amounts of the oil in spots, and allowing that to become 'touch dry' – about 10-15 minutes. I then use a medium wide brush, *slightly*

dampened with Mona Lisa, to pull the oil in the direction I wanted. If too much oil came off, I re-applied the oil and used a dryer brush.

Paint chips came next. For this build I simply painted them on using un-thinned Vallejo MC822 German Camouflage Black/Brown, applied with a small brush.

This was followed by a carefully airbrushing a coat of Vallejo MA027 Light Brown for dust, working from the bottom up. I also hit the windshield with the light brown as well, spraying a light coat, removing the windshield wiper masks I had made, and then spraying another very light coat.

The only steps remaining were pigments and ‘bling.’ I use (MIG) Concrete and Dust pigments to lighten areas, Russian Earth to darken areas, and European Dust as a mid-level dirt-color dusting, if necessary. I will also think about applying black or brown soot-colored pigments to engine exhausts, gun barrels, etc. I follow the mantra – Go Easy! – here. I do not seal the pigments with anything – I find that sealers change the color and texture of what I’ve put down. I just learn how to pick the model up without leaving fingerprints on the exposed pigment.

My final step for every project is an application of Uschi Chrome Pigment, to add bling.

Summary

This vehicle has intrigued me for years, and I am thrilled that I was able to build one before my eyesight and hands failed me. Who knew a model company would choose to commit the resources for such an endeavor? I mean, unlike other large armor projects that have come before (Tamiya’s DragonWagon comes to mind), I’m guessing the Vomag is probably not on everyone’s *must-build* list. Still, it is unusual, and I am hoping it will delight armor enthusiasts who come to model shows to see *the weird stuff*.

Overall, this kit was a challenge, with many small pieces and complicated sequences. I would recommend this kit to only those modelers who have the patience to slow down and think their way through the tasks required. Problem solving is also a good skillset to have.

In the end, however, it looks great in my case and will draw attention at the model show display tables.



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Two Tennesseans in the Mother Country
An Epic Modeling and Museum Adventure in England



By Tim Nelson & Will Perry

In November 2024, we had the pleasure of visiting England to attend one of the world's great model shows, and conduct an epic tour of a dozen or so world class museums. November is a great time of year for indoor pursuits – even though the weather is deteriorating, the summer tourist crowds are gone, and hotel prices are reasonable. All the sites were visited using public transport with an occasional Uber to fill small gaps. The trip was roughly a year in planning, and all the prep paid off in a mostly seamless and immensely enjoyable journey, the pinnacle of geek travel. Vulcans, Walruses, and Sea Vixens, oh my! Here's a recap:

A) Scale Model World (Telford International Centre, <https://ipmsuk.org/ipms-scale-modelworld/>)



Photo 1: Early breakfast with modeling friends from Europe

Two days of modeling nirvana, but mostly tremendous camaraderie with great friends who share a common passion. The show is famous for its unique format: mostly an exhibition of club and special interest groups (SIGs), with lots of vendors ("traders") mixed in, and a modest competition room on the side. The vast number of kits, accessories and books offered by the traders were achingly tempting – we were able to temper our buying only because we would have to lug our treasures around for the remainder of the trip. We

spent much time toasting our mutual good fortune with European friends Marco Boulanger, Karl LeClerc, and Jean-Marc Muller.



Photo 2: One of three major SMW halls



Photo 3: An enthusiastic club display



Photo 4: The contest room



Photo 5: Best of contest, Vickers Vimy

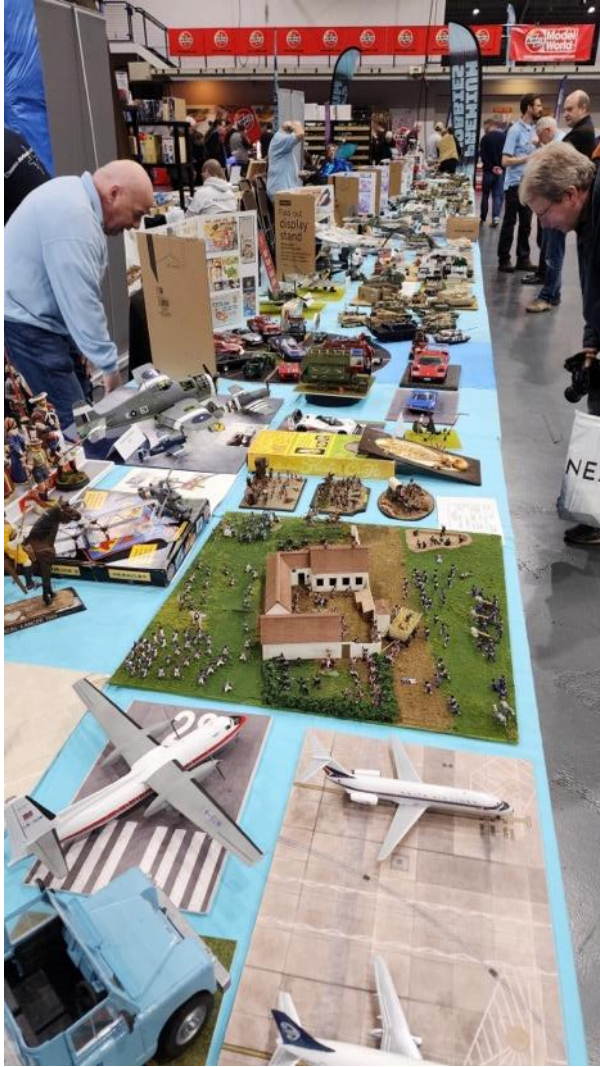


Photo 6: Airfix SIG



Photo 7: F-16 SIG

B) Royal Air Force (RAF) Museum Midlands (Cosford, Shifnal,
<https://www.rfmuseum.org.uk/midlands/>)



Photo 1: B01 - World's only surviving Boulton-Paul Defiant

This museum, conveniently near Telford, is less visited than some of its cousins in and closer to London. However, its collection of 1950s jet prototypes, rare survivors from the World Wars, and V-Bomber trifecta sets it apart. It's the only place on earth to see a Vickers Valiant, Avro Vulcan, and Handley Page Victor under one roof.



Photo 2: Hawker Siddeley Kestrel



Photo 3: Yucking it up with a Bristol Britannia



Photo 4: World's only surviving Vickers Valiant



Photo 1: Little Willie, world's first tank

C) The Tank Museum (Bovington, Dorset, <https://tankmuseum.org/>)

One of the world's premier armo(u)r collections, Bovington stands out with its extremely rare World War I collection and the vast Conservation Centre. The power, size and mass of these armo(u)red monsters can only be appreciated in person.



Photo 2: World's only surviving Mark I



Photo 3: Discussing the hellish conditions inside a Mark IV



Photo 4: Obligatory King Tiger selfie

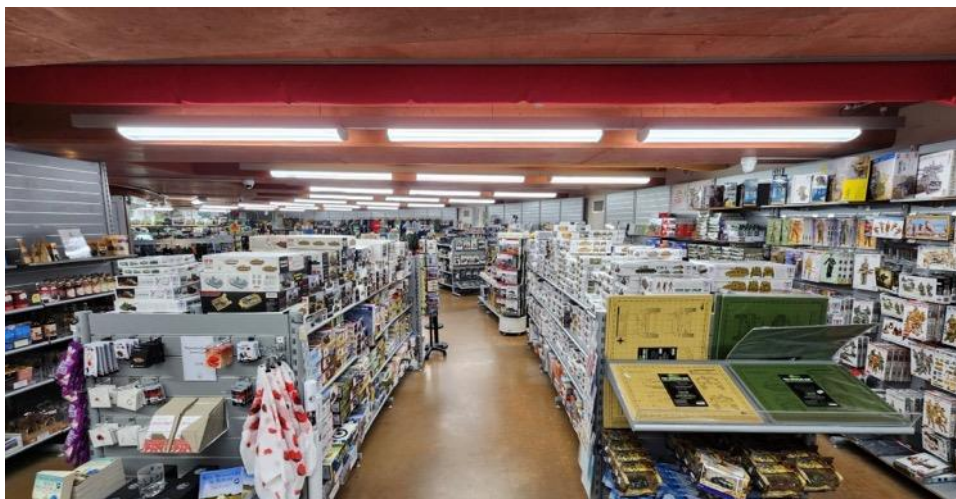


Photo 5: Significant hobby content in gift shop



Photo 6: The amazing Conservation Centre

D) Sammy Miller Motorcycle Museum (New Milford, Hampshire, <https://sammyiller.co.uk/>)



Photo 1: Will in his element with Velocettes

A museum housing the stunning, lifetime collection of the English motorcycle racing legend Sammy Miller. Most of the 500 or so motorcycles in the collection are runners, often road tested in magazines catering to the vintage motorcycle crowd. Sammy himself, approximately 90 now, can be seen - and we did, tinkering in the machine shop in back.



Photo 2: Church of Holyrood, Southampton, built 1320, destroyed 1940, now a Merchant Navy memorial



Photo 3: The awesome Moto Guzzi V8

E) Solent Sky Museum (Southampton, <https://www.solentsky.org/>)



Photo 1: Very vintage model display

A delightfully cluttered and eclectic museum dedicated to the aviation history of the region around the Solent (the body of water between Southampton and the Isle of Wight), filled with treasures from Supermarine, Saunders-Roe, and others. It contains a small fire-fighting museum as well. It's sort of Southampton's aviation attic, but an enjoyable visit. Nothing beats sitting in the cockpit of a civil Sunderland once owned by Maureen O'Hara!



Photo 2: Tim with the World's only surviving Saunders Roe SR.A1 jet flying boat, a current build project at home!



Photo 3: in the cockpit of the Short Sandringham, a postwar Sunderland civil conversion



Photo 4: Supermarine S.6A, 1929 Schneider Trophy participant (as S.6), later modified to S.6B standard



Photo 5: The endearingly asymmetric De Havilland Sea Vixen

F) Portsmouth Historic Dockyard, National Museum of the Royal Navy (Portsmouth, <https://historicdockyard.co.uk/>)



Photo 1: Nelson underneath the HMS Victory

The Historic Dockyard, adjacent to the Royal Navy’s main base at Portsmouth, is hallowed naval territory. It’s the home of HMS *Victory*, *Mary Rose*, HMS M.33, the hybrid HMS *Warrior*, and a long list of other naval treasures. *Victory*, Admiral Nelson’s famous flagship at Trafalgar in 1805, is the Royal Navy’s major shrine. It’s 4 years into a massive 15-year restoration, but the interior spaces are fully accessible, and you can walk underneath its immense hull. The mid-19th Century *Warrior* is a massive technological time capsule, melding new-fangled steam engine technology with many features of old “men-o’-war” such as acres of sails, and gun decks with rows of cannons.



Photo 2: HMS Victory Quarter Deck, where (the other) Nelson fell.

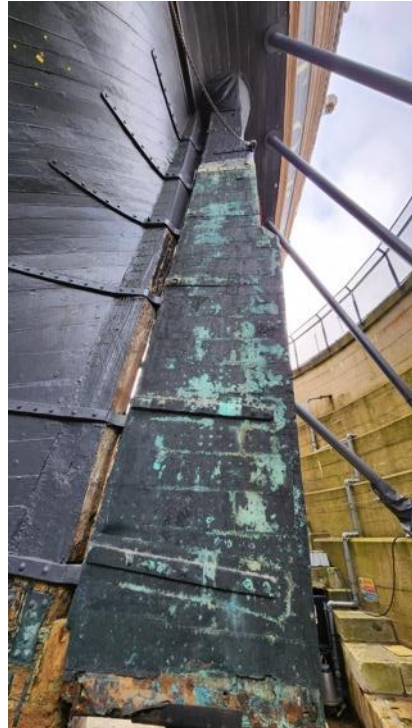


Photo 3: Victory's rudder, believed to pre-date Trafalgar.



Photo 4: HMS Victory



Photo 5: HMS Victory renovation, a 15 year project



Photo 6: HMS M.33, a 1915 vintage monitor which participated in the Gallipoli campaign.



Photo 7: HMS Warrior, a steam augmented megaship from the 1860s



Photo 8: The Mary Rose - just needs some buffing

G) Fleet Air Arm Museum, National Museum of the Royal Navy (Yeovilton, Ilchester,

<https://www.nmrn.org.uk/visit-us/fleet-air-arm-museum>)



A little off the beaten path, this first-rate museum is all about the aviation side of the Royal Navy. A real highlight is Hall 3, where you emerge onto a simulated carrier deck populated with several decades of FAA treasures. A quirky chestnut in the collection is an early production Grumman Martlet (F4F Wildcat) whose wings have been painstakingly stripped to the 1940 original paint.

Photo 1: Grumman Martlet's Original Wing Colors



Photo 2: Supermarine Walrus



Photo 3: Hall 3, the stunning carrier deck experience



Photo 4: Supermarine Attacker



Photo 5: Hall 4, with Concorde prototype 2, Fairey Delta 2, and Harrier



Photo 6: Yucking it up with Tim's cousins (by marriage) at the FAA Museum

H) RAF Museum London (Hendon, <https://www.rafmuseum.org.uk/london/>)



Hendon is the RAF's main museum in greater London. Its stunning collection covers the pioneers to the present day - think of any iconic British aircraft, and they probably have one at Hendon. The World War I collection is a standout. And having a pastry and coffee under the wing of a Short Sunderland is not an everyday experience! A short walk away is the Hannants shop (interestingly, not directly affiliated with the much larger mail order business based in Lowestoft.)

Photo 1: Coffee under a Sunderland



Photo 2: World War I Gallery



Photo 3: Supermarine Southampton Fuselage



Photo 4: Supermarine Stranraer, Canadian built



Photo 5: English Electric Canberra



Photo 6: Avro Lancaster



Photo 7: Pilgrimage to Hannants in Colindale

I) Imperial War Museum (IWM) Duxford (Duxford, Cambridgeshire, <https://www.iwm.org.uk/visits/iwm-duxford>)



Photo 1: King's Cross Station, London, on our way to Royston and IWM Duxford

Often called “RAF Duxford,” this spectacular and sprawling complex is actually a branch of the Imperial War Museum. Not being affiliated with any specific military branch, their collection is wide-ranging and includes an armo(u)r gallery. It’s also home to the American Air Museum, a nice homage to a longtime ally. And two hangars full of beautifully restored flying warbirds – a 2 seat Spitfire was giving expensive joyrides the day we were there. It’s all about an hour’s train ride north of London.



Photo 2: Handley Page Victor in glorious dayglo

Photo 3: Up the ladder, Avro Vulcan cockpit tour



Photo 4: Avro Vulcan cockpit, a trip into the 1950s





Photo 5: Main Gallery



Photo 6: Land Warfare gallery - as an IWM facility, Duxford has a multi-genre collection



Photo 7: Airliner row



Photo 8: Fairey Gannet with its Tai Chi wing fold



Photo 1: Imperial War Museum, with 15 in guns from WW I battleships HMS Ramilles and Resolution

J) Imperial War Museum London (London, <https://www.iwm.org.uk/visits/iwm-london>)

The Imperial War Museum on Lambeth Rd is a classic, whose impossible mission is to tell the story of British military history from ancient times to the 21st century. A simple highlight is the display of authentic World War I vintage “dazzle ship” models in the Café. The Holocaust gallery at IWM is one of the finest, most effective, and sobering exhibits we’ve ever seen at ANY museum.



Photo 2: Dazzle ships - these models are about 106 years old



Photo 3: Cafe with 1917-18 vintage Dazzle Ship models used to evaluate schemes



Photo 4: Atrium



Photo 5: RMS Lusitania artifacts from its sinking off the coast of Ireland in May 1915

K) Science Museum (South Kensington, London, <https://www.sciencemuseum.org.uk/home>)



The Flight gallery here is often overlooked but contains some heavy-hitter artifacts of major significance. For example, the first nonstop transatlantic Vickers Vimy from 1919 and the Schneider Trophy winning Supermarine S.6B. Dark, musty, old school – we hope they never change it. The other historical gallery is filled with 200+ years of technological treasures.

Photo 1: World's only surviving Fokker Eindecker (E.III)



Photo 2: Alcock and Brown Transatlantic Vimy and Amy Johnson's long distance Gipsy Moth



Photo 3: Supermarine S.6B which clinched the Schneider Trophy series for Britain in 1931



Photo 4: THE Schneider Trophy - highly coveted and more than a little odd



Photo 5: Cool models representing early air travel - here a Vickers Vimy Commercial

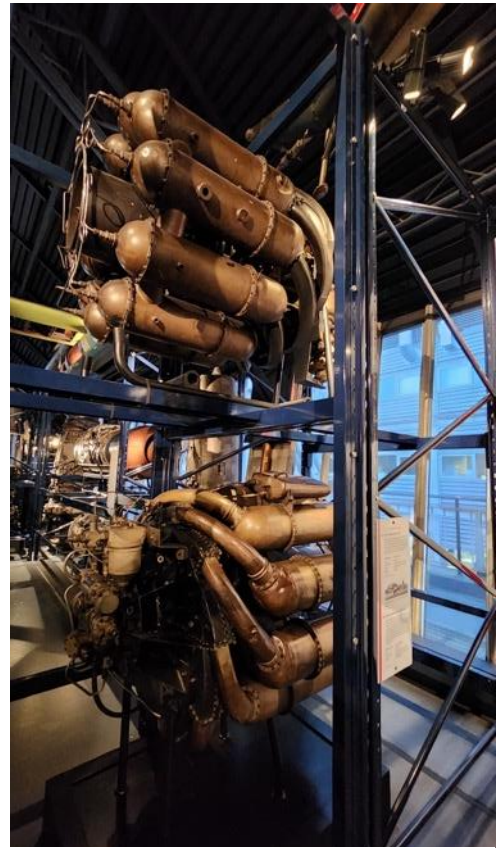


Photo 6: One of the world's great collections of aero engines - here are early Frank Whittle jets



Photo 7: Stunning model of the Forth Bridge in Edinburgh, Scotland



Photo 8: Puffing Billy locomotive, 1814



Photo 1: Cutty Sark

L) Royal Museums Greenwich (Greenwich, <https://www.rmg.co.uk/>)

On our final full day of the trip, we cruised down the Thames River from Westminster to Greenwich, home to the beautiful tea clipper *Cutty Sark*, National Maritime Museum, Royal Observatory, and other interesting destinations. With a final toast to maritime glory at the nearby Trafalgar Tavern, our epic journey was at end.



Photo 2: Will as King of the World



Photo 3: The Sgt Pepperish figurehead collection



Photo 4: The spectacular setting of Cutty Sark



Photo 5: Royal Observatory



Photo 6: Nelson's coat from Trafalgar, with fatal French musket ball hole



Photo 7: Citroen Type H truck, the apparent food truck of choice in London

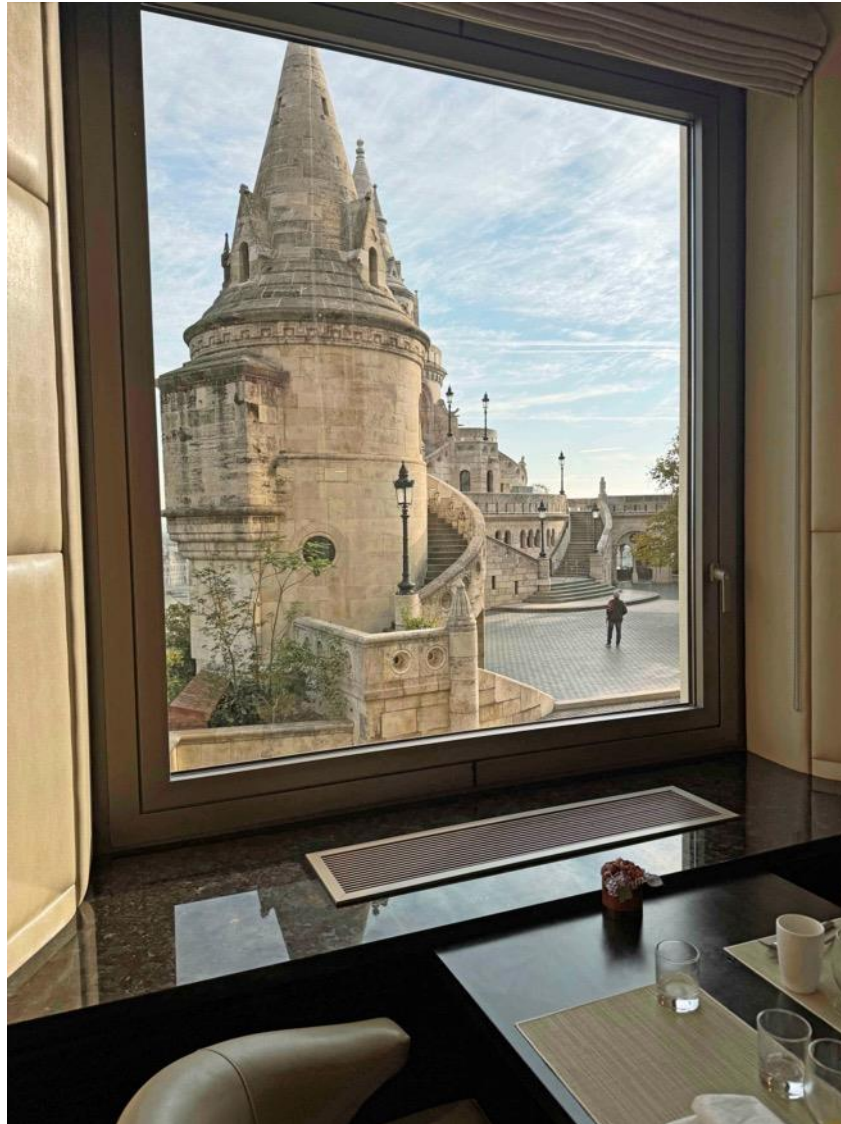


Photo 8: Trafalgar Tavern

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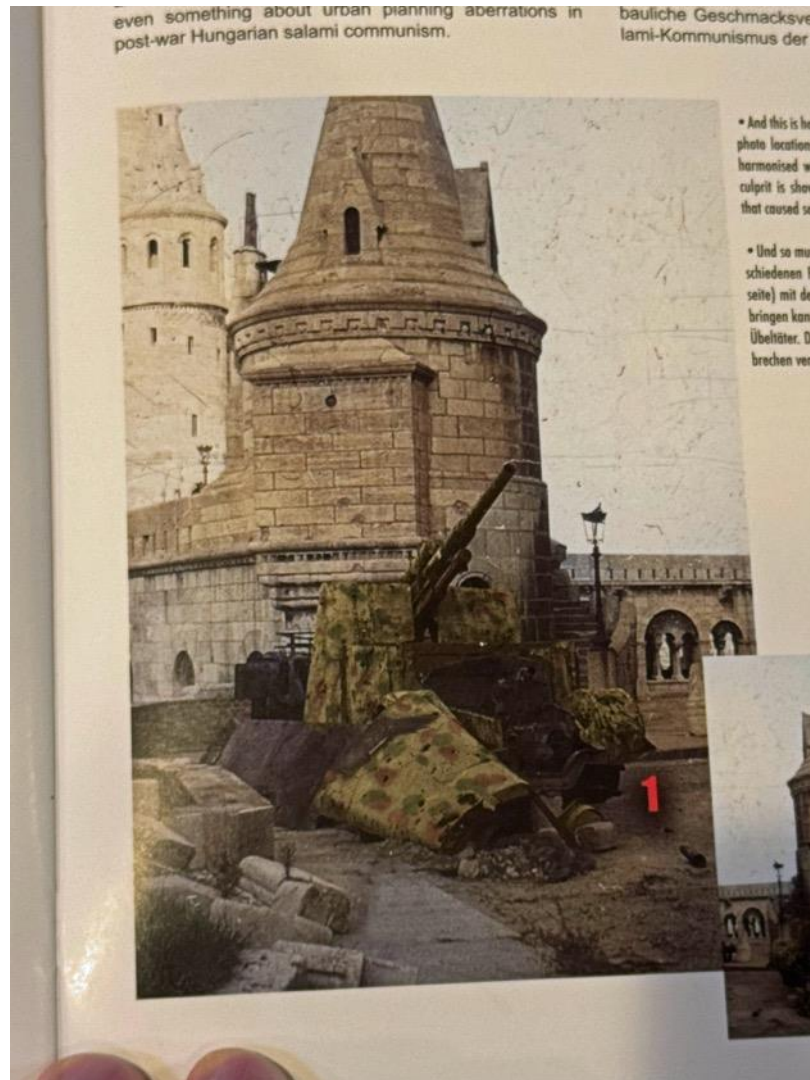
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Which is all very interesting, but only as it leads up to our strange experience. I took a lot of photographs, several of which were of the grounds right outside the hotel. One in particular, was of a view from our breakfast window one morning, and included here:



Ok, no big deal, but **note where the man is standing**. So now let's switch scenes, back to our home in Bonney Lake, after our vacation. I was working on a new kit from Das Werk before we left (which is the subject of a review in this newsletter), and I sat down again to resume work on it at my modeling bench. The kit, called a Vomag (after the German manufacturer), is essentially a city bus with the top cut off and replaced with an 88mm artillery piece. Looking through a book I had on this real and extremely rare

vehicle I came across the following image showing one of two derelict examples – the only two that saw combat – and my heart skipped a beat...



I quickly looked up our vacation pictures, and sure enough, we unknowingly stayed and walked all over an authentic 'After The Battle' location. You can read more about the [Vomag](#) in the opening of my build review, but these two vehicles participated in the last major battle of Hungary, on the 21st of April, 1945. From their well-placed location on Castle Hill, they could lay down anti-tank fire over the entire area. Even across the river, in Pest, where the Russians were advancing, no open area was safe until these two vehicles were silenced. It must have been quite a thing to witness.

Jackie and I visited a dozen cities in Hungary, Austria, and Germany on our vacation, and visual signs of WWII were everywhere; some celebrated by the local inhabitants, some not so much. But all were fascinating, just like this crazy hotel/monastery where every shadow held a story.

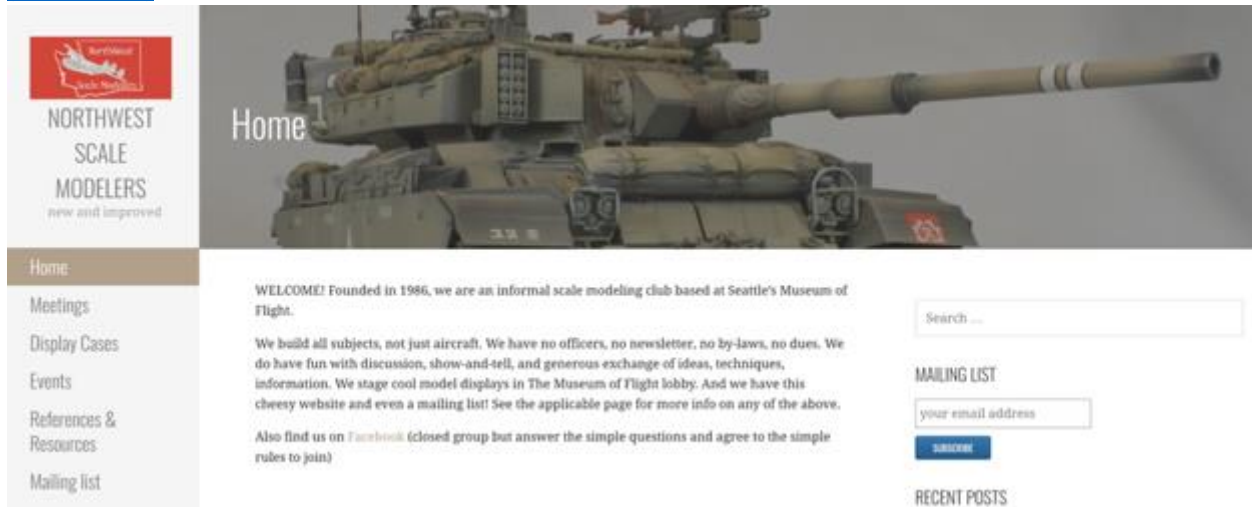
I sincerely hope to see all of you this coming Saturday, at our big annual holiday celebration. Until then... Model On!

Eric



Northwest Scale Modelers (NWSM)

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



Seattle Armor Modeling and Preservation Society (AMPS)

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



Galaxy Exiles Sci-Fi Modelers

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



DECEMBER 14: Seattle IPMS Monthly Meeting-Annual X-Mas Pot-Luck and Model Swap, North Bellevue Community Center, Bellevue WA

FEBRUARY 14, 2025: 2025 Model Mania by NWSM

2025 Model Mania!

February 15 - 16, 2025 | 10 AM-5 PM
The Museum of Flight



Display: Experience a vast array of scale model aircraft, cars, tanks, ships, figures, sci-fi and more at one of the largest model exhibitions in North America! This year's Special Display is **Women in Aviation**.



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

A display model gets you in FREE!
(Want to show your models? See reverse for info.)

Thanks to our supporters:



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



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



THE MUSEUM OF FLIGHT
Exit 15B off I-5 • Free parking
9404 East Marginal Way, Seattle, Wash. • (206) 764-5720
Open daily 10 AM - 5 PM • www.museumofflight.org



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

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

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

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

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

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

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

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

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

Sundays: 4:00pm CDT-5:00pm CDT. [LINK](#)

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The IPMS Seattle 2024 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from 10:30 AM to 1:30 PM, except as indicated. To avoid conflicts with other groups using our meeting facility, we must NOT be in the building before our scheduled start times, and MUST be finished and have the room restored to its proper layout by our scheduled finish time.

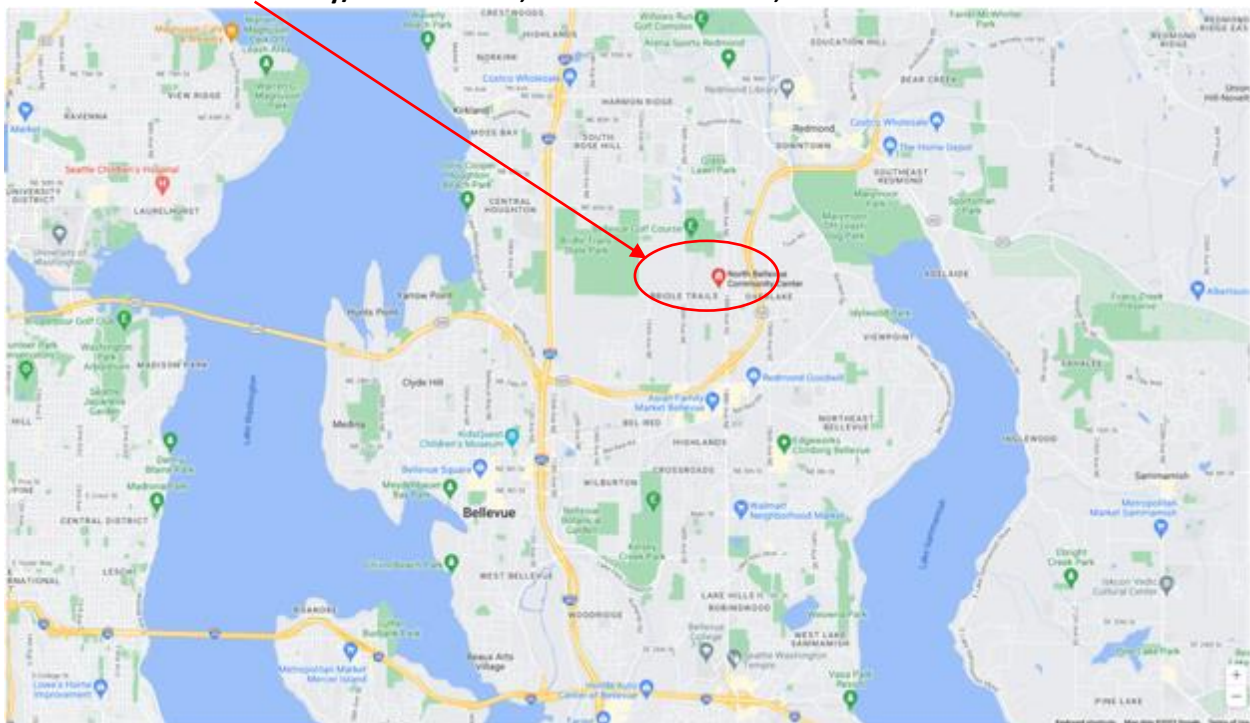
December 14, 2024 January 11, 2025 February 8, 2025 March 8, 2025

Next Meeting: December 14, 2024– 10:30 AM to 1:00 PM

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

[Map Link](#) [Site Link](#)

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



Directions to NBCSC: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

Join IPMS/USA



Why Join IPMS/USA?

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

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

MODEL PAINT SOLUTIONS

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

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

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