

# Quad-City Scale Modeler Society's Newsletter for January 2004

## Meeting Minutes:

We had a great meeting and I hope everyone had a great Christmas and New Year. We arguably had the best show and tell ever at this meeting with several tables piled high with new releases. We had Trumpeter kits out the ying-yang. Prisoner #7 must be living large. Ronbo and Mile Valentine came down from Chicago to enjoy the meeting as well as the snow. We voted on the new proposal to use National judging standards for Regional shows. More on that later in the Region V coordinators blurb. This meeting was our annual "What if" contest. This years theme was "what if we held a contest and no one brought a single darn model to enter?" Yeah, you guessed. No entries and I even remembered to bring the awards this time. After lengthy debate and a detailed look at our schedules we decided that we would reschedule this to next December's meeting. That may not be enough time to finish something, but we'll give it the old college try. We discussed the show and the results are below. We had a great gift exchange this year. Thanks to Ronbo, Mike Valentine and Mike Scheel, who donated four IPMS memberships, we now are sitting at 100% of our regular members being national members. Thanks guys. Next month is elections. As you know, Mike Scheel will not be running for reelection as Secretary Treasurer. Randy Kidd has been nominated and accepted to run for the position. Any one who is interested in running for election, please show up at the meeting. For that matter, if you don't want to run for election, you better be there or you'll likely be nominated in absentia, so be there to defend yourself. Dues are also due, they remain the princely sum of \$10. We also had some discussion on running a Regional next year. I went to the Davenport Holiday Inn and discussed some options with them. I got a bid from them in the mail and will bring it to the meeting to discuss it. Hobby Town over on Kimberly is having a mini 50% off sale so stop in if you get a chance. They had a bunch of cars marked down and a Tamiya 1/48 Skyraider plus some armor and ship kits. Hobby Lobby in davenport has started stocking some really good kits so keep an eye for the 50% off post Christmas sale. MVR will be opening after the holidays on 6 January and Majors has got some new stuff on their shelves so make sure you stop by and see what they have.

## Show and Tell:

We had a lot of stuff at the meeting; hopefully I didn't miss too much. Bob Fender brought his in progress Trumpeter 1/32 Corsair. He brought the engine which he tricked out with plug wires. The air intakes were the only fit problem and they were minor. The cockpit is excellent but the sides sit a bit low, they were shimmed up with some plastic stock. The seatbelts were built with tape and brass. Everything else is out of the box. Very little filler was needed, but there are ejector pins all over the place. Ronbo brought in an in progress 1/16 Revell Bob Mulligan rail dragster. He stripped the chrome parts then repainted them with Alclad, other than a little flash, this is not a bad kit. There was lots of unbuilt stuff, the new AFV Club NATO Infantry fighting vehicle, the French F8E Crusader in 1/48 from Hasegawa, the 1/345 Trumpeter Faun tank transporter which is a very cool looking truck. There were a bunch of Trumpeter 1/32 kits, the MIG 3, Wildcat and P40B. The only comment on these was that the MIG 3 was the same price as the P-40, but had no engine like the P-40. Curious. The new Trumpeter SA-2 which as also a nice looking kit. There were also a pile of magazines, catalogs and books too numerous to mention.

## The Dates:

January 10: Chapter meeting. Dues due and Chapter elections

February 14: Chapter meeting

March 13: Club meeting

March 28 2004: IPMS Quad Cities Show.

April 10: Chapter meeting

May 5-8, 2004 IPMS/Great Plains REGION 5 CONVENTION

KCI Expo Center, I29 & I435

Kansas City, MO

Contact: Darren Roberts, 913-782-1159. [darren.rpberts@ipmsgreatplains.com](mailto:darren.rpberts@ipmsgreatplains.com)

### **The Quad Cities Show Report:**

We voted to hold the show on Sunday 28 March this year due to a conflict with two other events on Saturday. The cost will be \$350, and we will get the same set up as last year. The arrangements have been made with the hotel and Mike will be dropping of the money to cover the contract. Besides our usual category awards, Larry Wright will be sponsoring the Best French subject and Ronbo will be sponsoring the King of Battle award again. Category sponsorships are \$20 for both special awards and categories.

### **A little sumpin-sumpin from Jack Bruno:**

Happy Holidayzzz Region 5,

On be half of the Bruno Clan.....Merry Christmas and Happy New Year to all!! I'm on vacation this week and not only am I banging out some reviews for the IPMS Website, chasing momma all over the place or cleaning up after the Monsters.....I'm doing some modeling!!! Hope you are too. Down to business.....As of right now, after some checking and rechecking, we only have 1 out of 30 Chapters left to renew their IPMS Charter. Can the People from IPMS/Twin Cities Aero Historians Please contact me? IPMS/Will-Cook has reserved 9-11-04 for THE SHOW 10. More info is pending. It is RC APPROVED and keep watching for further news. Please keep sending your latest information on Chapter Officers. If you have an Editor change, give me the e-address so I can add him/her to my list. I read all of the newsletters on-line or sent by mail. If you will, send some of the Best ones to the IPMS Website. We are always looking for the great stuff you guyz all do!!! I went with the Boyz to see Lord of the Rings III. It was absolutely fantastic and is recommended!! Can't wait to see the awesome figures that will be produced out of this!! The results of the Regional Convention Rules and Categories Vote has been forwarded to DLC Jack Kennedy. The final tally was 10 YES and 5 NO. My THANKS to the 14 Region 5 Chapters that participated. The deadline for submitting any Amendments to the IPMS Constitution is near. Please get these to President Dave ASAP. Bids for the IPMS/Region 5 Convention are due to me on April 1, 2004. If you need any information, let me know. Nominations for the Region 5 Chapter of the Year are due to me on this date too. THANK YOU again for a great year!!! Please focus on getting NEW MEMBERS for us and YOU!!!! Hope to see you soon and have a great YEAR!!!!!!!!!!!!!!

Jack Bruno IPMS #25313

Region 5 Coordinator IPMS/USA

2003 Region Coordinator of the Year

Mini-mini-review: Churchill book

By David Ferris

Like many of you, I tend to read several books concurrently. I've got one book on my nightstand, another in my office, and several scattered throughout the house in the various appropriate "reading locations". My current kitchen table read is David Fletcher's book "Mr. Churchill's Tank", about (you guessed it) the British Infantry Tank Mark IV, better known as the Churchill. It's a pretty good book. If you're reading this message, you'd probably find it interesting. Mr. Fletcher is the (or a, I'm not sure which) curator at Bovington, which implies a certain accessibility to the official records stored at Bovington, so it doesn't get much better than that. The book isn't about just the Churchill tank, despite the title. It also describes the processes involved with bringing a new tank into service, from initial conceptions through design and development, manufacturing, field and service testing, and into the hands of the troops. Interesting stuff, and it answers a lot of the questions we wargamers and modelers tend to have about such things. F'rinstance, one question we often ask is how come the 2-pounder was

kept in production and service for as long as it was? This book provides some pretty good (although not very happy) answers: it didn't actually have much to do with the 2-pounder itself, or the 6-pounder. It had to do with the fact that the British production facilities at that time and under those circumstances could barely produce what they did, let alone make any improvements. On a closely-related note, I've often wondered why so many of the Covenanters were built (over 1700, I believe) when it was widely acknowledged to be a rolling disaster. Why didn't they switch back to the A13 Mk II, which unlike the Covenanter was at least suitable for overseas service, or to the Crusader? The answer comes straight from the mouth of one of the senior governmental officials in charge of tank production (paraphrasing): "At this point, we'd accept any tank that was capable of traveling 10 miles under its own power." The book also discusses the difficulties of researching this

stuff. Most of the production records from this period survive today only on Hollerith cards, which have been modified and updated several times. (You \*don't\* want to know.) Was it on this list we were discussing researching regimental histories and diaries? Fletcher also discusses that at length; the problem, he writes, is that there was no consistency; some regiments kept very detailed records of vehicles, recording exact types and serial numbers meticulously. Other regiments barely mentioned tanks at all (despite being tank units!) and filled their regimental diaries with notes of courts martial, social events, and which officers were promoted or re-assigned. In other words, a researcher's nightmare. Anyway, a good book. Recommended to all treadheads, since it gives a good description of how tanks come into service and looks closely at the British military's mindset (or, more accurately, mindsets) when it came to tank design and procurement in the 1920's through WWII. Fletcher has an earlier book called "The Tank Scandal" that covers the disastrous decisions made concerning tank design, but I've been unable to locate a copy yet.

### **Some engineer humor:**

At New York's Kennedy airport today, an individual later discovered to be a public school teacher was arrested trying to board a flight while in possession of a ruler, a protractor, a set square, a slide rule, and a calculator. At a morning press conference, Attorney General John Ashcroft said he believes the man is a member of the notorious al-gebra movement. He is being charged by the FBI with carrying weapons of math instruction. "Al-gebra is a fearsome cult", Ashcroft said, "They desire average solutions by means and extremes, and sometimes go off on tangents in a search of absolute value. They use secret code names like "x" and "y" and refer to themselves as "unknowns", but we have determined they belong to a common denominator of the axis of medieval with coordinates in every country. "As the Greek philanderer Isosceles used to say, there are 3 sides to every triangle," Ashcroft declared. When asked to comment on the arrest, President Bush said, "If God had wanted us to have better weapons of math instruction, He would have given us more fingers and toes. "I am gratified that our government has given us a sine that it is intent on protracting us from these math-dogs who are willing to disintegrate us with calculus disregard. Murky statisticians love to inflict plane on every sphere of influence," the President said, adding: "Under the circumferences, we must differentiate their root, make our point, and draw the line." President Bush warned, "These weapons of math instruction have the potential to decimal everything in their math on a scalene never before seen unless we become exponents of a Higher Power and begin to factor-in random facts of vertex." Attorney General Ashcroft said, "As our Great Leader would say, read my ellipse. Here is one principle he is uncertainty of: though they continue to multiply, their days are numbered as the hypotenuse tightens around their necks.

Subject: ARM: Review - "The Serious Modelers' Guide to Canadian Centurion"

From: ampsone@aol.com (AMPSOne)

Date: 25 Dec 2003 21:50:41 GMT

**Book Review: Canadian Armour Series Volume 1: The Serious Modeler's Guide to Canadian Centurion Gun Tanks** by Barry Beldam; Quartermaster's Depot, Ottawa, Ontario, 2003; 181 pp. with two in color; price US \$35.00 (ISBN 0-9734277-0-1); available direct from Quartermaster's Depot, 1111-1071 Ambleside Drive, Ottawa, ONT K2B 6V4, Canada <http://www.quartermastersdepot.com>)

Reviewed by Cookie Sewell, courtesy AMPS

Advantages: Good, crisp and clear book on many of the details rarely provided in other books for modeling any vehicle; gives the experienced intermediate modeler and the advanced modeler a great source to "do it right"

Disadvantages: no plan views of the vehicle, which may cause some confusion (see text)

Rating: Highly Recommended

Recommendation: to anyone doing any (Commonwealth, export, Israeli) Centurions – a "Must Have" work!

Without any argument, the least well served major armored vehicle – from the point of view of the modeling community – is the British Centurion tank. With prototypes first fielded in 1945, and many of them still in service in much reworked condition in many third world armies today, it is one of the most significant vehicles to see service in the 20th Century. Flexible beyond its designers' dreams, it was fitted with three major caliber guns (76.2mm, 83.4mm, and 105mm) and several different engines, went from gasoline to diesel, and were one of the first vehicles in the world fitted with reactive armor ("Blazer"). They fought in many of the major conflicts in the Middle East, the wars between India and Pakistan, with the Australians in Viet Nam, and with the South Africans against the threats along their northern borders. Alas, the modeling manufacturing community has only seen fit to provide us with a sum total of five major kits in six different scales: a Mark 3 from ROCO in 1/87, a Mark 5 in 1/76 scale from Airfix, a nondescript rubber-band powered one

from Lindberg in 1/60, a Mark 2 from Aurora in 1/48, a motorized Mark 3 from Tamiya in 1/35, and a larger version of that kit with an interior in 1/25. (I don't count "clones" of these kits, nor resin ones.) None of them are newer than 1972, and not one of them is worth beans in relation to the actual vehicle in regard to accuracy. The most popular one is the Tamiya kit, which while frequently re-released, is unchanged other than decals from its original 1972 release and comes with a "dwarf" figure (e.g. 5'2") and a motorization pack. The need to fit that motorization pack and two "C" cells totally distorted the hull of the tank, which Tamiya was able to hide due to the wide fenders and deep side skirts of the model; underneath, it is around 5 mm too short and the sides of the hull are very poorly done, even being set at the wrong angles. Its tracks are unique, which is a shame as the ones provided in the kit are Tamiya's "first generation" silver vinyl ones; there is no detailing on the inside face of the track except for guide teeth. Even many of the "correction" and "conversion" sets out there for this model are also wrong, as they are designed to fit the kit's parts and not correct its massive errors. The result: if you want a good model of a Centurion – no matter in whose service – you are going to have to have some scratchbuilding skills and fix the problems yourself. About nine years ago I was working on some Korean War armored vehicles and decided to do one of the more interesting but less well covered vehicles, British Centurion III tanks in Korea. While I did have the lame Tamiya kit as a basis from which to start, I did not have any decent references at the time and therefore asked old friend and fellow modeler Barry Beldam for assistance. He sent me large chunks of the manual and a great deal of aid, plus a guided tour of the Centurion on display at CFB Borden in central Ontario. I found I had a lot of work to do, and did manage to get about 80 hours worth of work into the model before being deflected by work and AMPS business to other projects. That left me with the bare bones hull of the Cent, its running gear installed with the lousy kit tracks (it takes two sets to make them fit on an accurate hull, as the kit ones are about 7-10 links too short for the correct layout) and the rough outs of the interior and engine bay. (I will get back to it, too!) Barry is not what one could call a man who suffers fools easily, and thus rarely shares his information with "gimme data" types that are not serious about either modeling or subjects within his bailiwick of interest. This book, therefore, is a major event from him, as well as a very handy and useful aid for anyone who is, as the book's title says, is serious about modeling the Centurion in general and the Canadian ones in specific. Modelers who are interested in other Centurions from other countries should not be put off by the focus on Canadian use of the tanks; for the most part, the Canadian versions of the tanks were little more than identical versions to their British counterparts. The sections from the manuals cover a wide variety of tanks from Mark I to Mark 5 (he notes someplace along the line between Mark II and Mark III the numbers reverted from Roman to Arabic ones). This book is quite different from others for one basic reason: it does not use a tape or perfect binding construction, but a spiral coil that permits the book to be opened to any page and stay flat when folded back unto itself; this is perfect for modeling details, and having broken the spines of many cheap books or been forced to xerox key pages for use in detailing, I find that one of the great "by modelers for modelers" touches provided. The book is divided up into sections covering major groups of the vehicle: general data, armament (mostly focused on the 83.4mm 20-lber gun), turret details, hull details, fighting compartment (below the turret and the driver's compartment), main engine/auxiliary generator and transmission detail, suspension and track details, stowage diagrams, and 24 pages of Canadian Centurions in detail (three preserved vehicles) and in action during training operations. The last section is a two-page pullout of Canadian camouflage schemes used during the lifetime of the tanks in Canadian service. There are some items missing that would have helped clarify some of the details and factors needed to make a good Centurion model. One of the main problems that I found, especially with the "motoritis" afflicted Tamiya kit, is that the hull on the Centurion is a very bizarrely shaped object, narrower at the floor and wider at the top with a "ring" around the turret race, multiple angles and different levels – not just a "box" shape! A good three-view of just the "naked" hull structure would have really helped both show the structure as well as helped modelers to "get it right." While many of the views are there showing the angles and places to change directions, they are alas isometric drawings and not much help to the modeler trying to get the hull correct. (I want to say the sides can outward at an angle of 8 degrees, but can't find my original notes. This is significant and not portrayed on the Tamiya kit.) Barry claims there are only two kinds of models: insufficiently detailed and sufficiently detailed. This book will give the modeler who wants to produce the latter model a good leg up on getting the job done. But as he notes, you can't get some details, some etched brass, a new gun barrel, new tracks, and slap it on a Tamiya kit and say "job done." You have to actually build a model the hard way – fixing the errors or missing components by ingenuity and initiative, and this book is a great way to learn how to do that by using the information provided to do it yourself. Thanks to Dana Nield of Quartermaster's Depot for the review copy.

#### **A little Christmas humor from Tom Meyer:**

The President has authorized the Department of Defense to assist Santa with the Twelve Days of Christmas. Status of acquisitions follows:

Day 1- Partridge in a pear tree: The Army and Air Force are in the Process of deciding whose area of responsibility Day 1

falls under. Since the partridge is a bird, the Air Force believes it should have the lead. The Army, however, feels trees are part of the land component command's area of responsibility. After three months of discussion and repeated OpsDepts Tank sessions, a \$1M study has been commissioned to decide who should lead this joint program.

Day 2 - Two turtle doves: Since doves are birds, the Air Force claims responsibility. However, turtles are amphibious, so the Navy-Marine Corps team feels it should take the lead. Initial studies have shown that turtles and doves may have interoperability problems. Terms of reemergence are being coordinated for a four-year, \$10M DARPA study.

Day 3 - Three French Hens: At State Department instigation, the Senate Committee on Foreign Affairs has blocked off-shore purchase of hens, from the French or anyone else. A \$6M program is being developed to find an acceptable domestic alternative.

Day 4 - Four Calling Birds: Source selection has been completed, with the contract awarded to AT&T. However, the award is being challenged by a small disadvantaged business.

Day 5 - Five Golden Rings: No available rings meet MILSPEC for gold plating. A three-year, \$5M accelerated development program has been initiated.

Day 6 - Six Geese a-Laying: The six geese have been acquired. However, the shells of their eggs seem to be very fragile. It might have been a mistake to build the production facility on a nuclear waste dump at a former Air Force base that was closed under BRAC.

Day 7 - Seven Swans a-Swimming: Fourteen swans have been killed trying to get through the Navy SEAL training program. The program has been put on hold while the training procedures are reviewed to determine why the washout rate is so high.

Day 8 - Eight Maids a-Milking: The entire class of maids a milking training program at Aberdeen is involved in a sexual harassment suit against the Army. The program has been put on hold pending resolution of the lawsuit.

Day 9 - Nine Ladies Dancing: Recruitment of the ladies dancing has been halted by a lawsuit from the "Don't Ask, Don't Tell Association." Members claim they have a right to dance and wear women's clothing as long as they're off duty.

Day 10 - Ten Lords a-Leaping: The ten lords have been abducted by terrorists. Congress has approved \$2M in funding to conduct a rescue operation. Army Special Forces and a USMC MEU(SOC) are conducting a "NEO-off" competition for the right to rescue.

Day 11 - Eleven Pipers Piping: The pipe contractor delivered the pipes on time. However, he thought DoD wanted smoking pipes. DoD lost the claim due to defective specifications. A \$22M dollar retrofit program is in process to bring the pipes into spec.

Day 12 - Twelve Drummers Drumming: Due to cutbacks only six billets are available for drumming drummers. DoD is in the process of coordinating an RFP to obtain the six additional drummers by outsourcing; however, funds will not be available until FY 05.

As a result of the above-mentioned programmatic delays, and due to a High OPTEMPO that requires diversion of modernization funds to support current readiness, Christmas is hereby postponed until further notice.

### **Trumpeter 1/35 Scale SA-2 Guideline with Launcher**

By Cookie Sewell, courtesy AMPS

Kit Review: Trumpeter 1/35 Scale Kit No. 00206; SA-2 Guideline Missile on Launcher; 159 parts (118 in olive drab styrene, 40 in grey styrene, 1 section of copper wire); price \$21.95

Advantages: first styrene kit of this missile in this scale; elegant details with the kit; launcher able to be posed

Disadvantages: no wheel assemblies provided for the launcher base; no radar!

Rating: Highly Recommended

Recommendation: for all missile and "Duck Hunter" fans

"Ban Roi Tai Cho! Bat Xong Giac Lai!" In 1972, that was the motto of the Vietnamese Peoples' Air Force Air Defense: – shoot down the airplanes on the spot! Capture the pirate pilot alive! And the weapon that gave that to many VPAF units was the S-75 air defense missile system firing the V-750 surface-to-air missile – the SA-2 GUIDELINE to NATO, the "Flying Telephone Pole" to US pilots. The S-75 was created by the USSR in the mid 1950s in response to a requirement to create a B-52 killing mobile missile system in which a battery could be set up (radar, fire control van, and six launchers) in less than 4 hours and ready to engage the enemy in no more than 9. The first system, the SA-75 "Dvina", was a fixed system accepted for service in December 1957. Later, first the mobile S-75 "Desna," was accepted for service in May 1959, and an improved version, the S-75M "Volkhov," followed in April 1961. All of them used first the SM-63 and later the SM-90 launcher mount, developed by TsKB-34, and based upon an anti-aircraft artillery platform. There were a number of different versions of the missile produced: V-750 (1D), V-750V (11D), V-750VN (13D); V-755 (20D/20DP), and 5Ya23. All were approximately the same size with different warhead sizes (the 5Ya23 was reportedly a bomber formation killer with

a nuclear warhead) and ranges. The S-75M had a range of engagement from 7 to 43 kilometers and an altitude of engagement of 100 to 30,000 meters. Targets were engaged by the radar (FAN SONG to NATO) and 1 to 3 missiles could be fired at a single target. The missiles had to be guided to the target by the radar, and hence when the USAF developed the "Wild Weasel" that shot back with the Shrike or Standard ARM missile it became a game of "Guts" as to who would win. The Shrike had to have an active target, so the trick was to see who figured his missile would hit the other guy first; if the radar shut down the Shrike would usually miss, but if the radar shut off the missiles would never hit their intended aerial target. Most SA-2s are out of the inventory except in many third-world nations, and the Chinese have worked to continually improve their CSA-1 versions of the missile. But during the 1960s and 1970s, the SA-2 was the most widely exported – and used – surface-to-air missile in the world. Trumpeter has now released a gorgeous pair of kits – the SA-2 missile on its launcher, and an SA-2 on a reloader/transporter trailer towed by either a Chinese truck or a Soviet era ZIL-157L. The ground kit appears to represent the basic model of the V-755

"Volkhov" version of the system and the SM-90 launcher mount. Both are very nicely done and an impressive amount of parts is provided to build both the launcher and the missile. The missile consists of 40 parts, and is built in sub-assemblies of missile and booster. The missile is complete down to the external control actuators for the airfoil controls and main engine gimbals. A very nicely done decal sheet provides all of the Cyrillic stencils used by the Soviets, so it pretty much limits the missile as it comes out of the kit to a Soviet-built version. (Some export models had text in English; this isn't one of them.) The launcher is very well detailed and provides a lot of moving parts to ensure that it faithfully duplicates the original. There are a large number of hydraulic pistons, and this requires care as the directions are a bit breezy about what they are and where they go. The kit indicates the elevation arm elevates, but as everyone who has ever built a model with working parts and weight at the end of an action arm knows, you need either friction or a lock to hold it in place. There is also a gear assembly (Part P16) as part of the elevation mechanism that is cemented in place, but as I have not assembled the kit yet I do not know if it functions as a friction snubber or not. Alas, no bogies are provided for the carriage, so there is no way to show the launcher and a racked-up missile in transit, or to show the launcher during emplacement or being prepared to move. Trumpeter also does not offer the FAN SONG radar van, but that may be just as well: a full fledged SA-2 battery site in 1/35 scale would be about 30' in diameter, not something easily shown to one's friends or taken to competitions! Overall this is a great kit, but I think Trumpeter has a rather ironic sense of humor releasing it at the same time as a 1/32 scale F-105D – one of the SA-2's main targets in Vietnam!

### **Kit Review: Academy 1:72 Hawker Hurricane IIc**

By Norman Lever

Kit: Hawker Hurricane Mk. IIc

Scale: 1:72

Maker: Academy

Purchased: Models and Hobbies 4U, Nunawading, VIC, AUSTRALIA

Price: \$AU10.50 (Approx \$US7.55, GBP4.40)

The box: Rigid cardboard two-piece box with large cover art and clear photos of completed kit detail on sides.

Packing: Heat sealed cellophane. Decals in small cellophane bag for protection

Instructions: fold-out single sheet, clear print on crisp white. No references to specific paint manufacturer's numbers, otherwise clear and concise. 2 painting options.

Molding: Clean, crisp, sharp outlines. engraved panel lines. Very clear detail. No flash. No ejector pins.

Assembly: Near perfect (99.9%) fit. clean joins, all holes pre drilled etc. everything lines up and goes together. Unusual mounting of propeller causes minor problems when painting. Canopy supplied in 2 parts but can't be mounted open due to size and shape being too narrow to fit over molded slide rails behind cockpit. (Pity, as cockpit detail is good and deserves to be shown)

Detail: Cockpit tub has floor with molded rudder pedals. Dashboard has slightly raised details suitable for hand painting, but sadly mounts out of view. Detailed and accurate control stick. Molded gunsight. Excellent canopy panel lines on crystal clear plastic. Landing lights supplied as clear plastic. M/G molding clear with good detail. Very good detail in wheel wells.

Decals: Clear, well printed. However, very thick, slow to release and brittle. Wouldn't settle into detail even with Mr. Mark Softer.

Overall: Despite the small drawback of the propeller mounting causing some problems with painting, this is an outstanding kit in this scale for detail, quality of molding, ease of assembly and produces a great finished product. I'd recommend 3rd party decals for this to avoid stress and have them set better.

Rating:

Assembly 10/10  
Surface Detail 9/10  
Cockpit detail 8/10  
Decals 5/10

Overall out-of-box modeling experience: 8.5/10 (decals drag it down) Would like to see color references. Highly recommended, would definitely try another kit of this brand.

### **A little “What If”**

By Glen Broman

The PB2T-9

On 25 June, 1946, an aircraft unlike anything seen before, or since, rose from the Northrop Company airfield. The first flight of the XB-35 proved the concept of the flying wing was viable and began the career of the world famous B-35/49 family that wrote a magnificent chapter in the annals of aviation history. During its long and successful service, the B-35 was developed into numerous variants, most important of which were the navalized flying wings. While the jet powered B-49 gradually took over missions with the US Air Force and RAF, the B-35 became a great favorite with naval air arms for its long range and reliability. The U.S. Navy, the RCAF and the FAA (later RAF) where the only major operational users of navalized flying wings. All of the operational naval versions were B35 turboprop powered aircraft. The PB2T-1 was the first ASW version. Due to an apparent oversight, they were never renamed and should have carried the designation S-1. The PB2T-9 was the definitive navalised version. It was optimized for the ASW/Maritime Reconnaissance and Strike role. In the early 1950's, the Navy decided it wanted a piece of the nuclear pie from Congress and they developed the Mark 18 nuclear tipped Intercontinental Ballistic Torpedo. The torpedo could be launched in the Atlantic and take out a port facility on the Black Sea. The PB2T-9 was capable of carrying two Mark 18's on nuclear deterrence patrols. In addition to the Mark 18's, it also carried 24 Mark 46 torpedoes in internal weapons bays and had improved radar MAD gear. It was claimed the sonar system could pick up a salmon fart from 20,000 feet. According to the "Color Police Guide to Aircraft Markings", Navy PB2T aircraft carried the standard glossy sea blue scheme until they were gradually repainted in the gloss gull grey over white scheme in the early 1960's. In the late 1950's, an attempt was made to increase range of the PB2T-9 by making it aircraft carrier capable. The carrier trials were spectacularly unsuccessful and the existing film of the landing trials are still classified by the US Navy and filed under “Things we swear we never did”.

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# Quad-City Scale Modeler's March 2004 Newsletter

## Meeting Minutes:

Welcome to what I am modestly calling the "Me" issue. I wrote a butt load of reviews this month, so I'm afraid you're all going to have to suffer. We had a nice turnout at the last meeting. We may have two new members, I talked to Peter Delcourt at Major's and I will be sending him some info as well as a show flyer and Herb Metzler, one of our former members is back in town. Hopefully he'll be stopping by the next meeting. We ordered more club shirts at the meeting for Christopher Broman, Ronbo, Mike Valentine and Ed Wahl. We also scrubbed the membership list at the meeting and Randy will be sending death threats, excuse me, "polite reminders" to the folks who haven't paid dues yet. We discussed doing a World War I modeling seminar in the future, we thought about Bob doing artillery, me doing armor and asking Greg VanWyngarden to do aircraft. We also formed the IPMS "What If: SIG at the meeting, Myself, Brad Havlin, Earl Steininger, Mike Valentine, Shawn Drovosky and Ronbo where the charter members. More details to follow. We will be doing a modeling class at Major's in April sometime. We need to set a date; any one who is interested in helping is welcome. We will advertise this at the show. We will probably also be doing another one at Hobbytown at a date to be determined. We had a long discussion on hosting a regional. We have a lot of folks who are stepping up to help, including the Polish Coast Watchers and the Farting Fleas. We put some pretty good ideas together; I need to track down the answer on whether the quote the hotel gave us covers the whole weekend is per day. Randy Kidd is getting a quote on our trophy package. We also did some more planning for the show. We plan to go over the registration software with Nick Heleg-Greza on his laptop at the next meeting. If you have reviews or articles for the newsletter please email them to me or bring them to the next meeting. Please! Stop me before I write again! See you next month.

## The Dates:

March 13: Club meeting

March 28 2004: IPMS Quad Cities Show.

April 10: Chapter meeting

May 5-8, 2004 IPMS/Great Plains REGION 5 CONVENTION

KCI Expo Center, I29 & I435

Kansas City, MO

Contact: Darren Roberts, 913-782-1159. [darren.rpberts@ipmsgreatplains.com](mailto:darren.rpberts@ipmsgreatplains.com)

April 3: IPMS/Plastic Surgeons, 10th Annual Model Contest, Valley Church  
4343 Fuller Road, West Des Moines, IA 50265. THEME: "Anything Humorous"

Contact: Jim Loomis [jbond007@mchsi.com](mailto:jbond007@mchsi.com), Greg Metge 515-223-0034

April 17 IPMS/Mad City Modelers. Madison, WI. Netherwood Knoll Elem. School, 200 North Main St. Oregon, WI. Contact: Jim Turek, [jitmodel@yahoo.com](mailto:jitmodel@yahoo.com). 608-329-7222.

April 25: IPMS/Lakes Region and IPMS/Cars. NIMO 10. McHenry County College. Rt. 14 (Northwest Hwy)  
Crystal Lake, IL. contact: [stevejahnke@msn.com](mailto:stevejahnke@msn.com)

August 4 thru 7 2004: IPMS National Convention. Phoenix, AZ

News on Ronbo:

Ok, guys here we go again! Ron had back surgery today (Tuesday, Feb. 24)! Doctors fused two vertebrae in his lower back. Surgery took 4 hours and went well according to April. He'll be on his back for 48 hours and in the hospital for 3 to 4 days. Our best wishes for Ronbo for a speedy recovery.

## The Regional Coordinators Corner:

Hello Chicklets!!! There's not a Whole Lot going on in IPMS/USA Land right now. But, I just want to keep you up to date on a few things. I still have no bid in my hands for a Region 5 Convention Bid for 05. If one does not come in, I will begin to solicit some Chapters with the intent to coerce them. The Contest will be run according to IPMS/USA Standards. There has been no interest in anyone stepping up to become the Region 5 Head Judge. So, my youngest, Michael Bruno, has been appointed the task. I think Kindergarten will excuse him for that event next year. The Region 5 Convention is approaching fast. If all comes out well, this may be a PREVIEW of the 2006 National Convention. KC, as of right now, looks to be the only bidder. GOOD LUCK Guyzz!!! Make sure you visit the IPMS/Great Plains website for further R5 Convention news. IPMS/USA Membership Dues will be going up

in July. Try to beat the issue by joining up NOW and enticing your non-IPMS Chapter Members too. If they join now, they can get on my e-list and start benefiting by my words of wisdom. You can now order Official IPMS/USA Products online via our Secure Server system: Golf Shirts, T-Shirts, Baseball Caps, and Window Decals. You'll find a link to the Products page on the "What's New" page, or use the "IPMS/USA Products" button on the main "Member Services" page of the IPMS/USA Website. Plenty of debate on the IPMS Forum. But, very controlled and even I haven't dissed anybody in a while!!! Visit it soon!!! Gents and Gal's, this is from Nat Richards pertaining to a new feature in the IPMS/JOURNAL. As you may be aware, the LETTERS TO THE EDITOR column was dropped by the Editor. The E-Board heard you and is bringing it back with a new face and name!!! "I am very pleased to have been invited to oversee this column and look forward to hearing from many members in the coming weeks and months. Now called Memberships Mail, since I am not the Editor of the Journal, you can send items to me at [MembershipMail@ipmsusa.org](mailto:MembershipMail@ipmsusa.org), or via US Mail to: IPMS Membership Mail, PO Box 5263, Irvine, California, 92616." (Note that this address should ONLY be used for items intended for the Membership Mail column!!!!) I will be attending the Indy Show in a couple of weeks. Shari has secured a Hotel Room and I'm looking forward to seeing.....wait.....Wife? Hotel Room? No Kids? Can of Shaving Cream? I'll be in Indy and I hope to maybe see some of you if I make it. Please note that April First is just around the corner and YOUR NOMINATION for Chapter of the Year is needed. If anyone knows Doug Fisher from IPMS/GTR and IPMS/Lakes Region, please have him contact me. I'm needing the picture of Travis Russ in bed with me during the 1997 National Convention in Columbus. (It's a long story.....just let it lay.) Have a great day and HAPPY MODELING!!!!

Jack Bruno IPMS #25313  
Region 5 Coordinator IPMS/USA  
2003 Region Coordinator of the Year

### **Go Navy:**

As we stood in formation at NAS Pensacola, our Flight Instructor said, "All right! All you God damn dummies fall out." As the rest of the squad wandered away, I remained at attention. The Instructor walked over until he was eye-to-eye with me, and then just raised a single eyebrow. I smiled and said, "Sure was a lot of 'em, huh sir?"

One day I somehow lost my sidearm, I had no idea how, but they made me pay for it anyway. They said I'd have to pay for anything I lost. At least then I understood the naval tradition of the Captain going down with the ship.

When we were finally allowed to call home, it was a real treat to speak to the family again. I told my Mother that the only thing that really bothered me a lot was the Flight Instructor telling me that I was dumb, ugly and possibly the worst excuse for a pilot he'd ever seen. She said, "Why in Heaven's name would he say things like that. That's terrible!" I told her, "That's nothing, I'd hate to tell ya' what he said about you!"

When I was in the Navy, women were in the WAVES. When we finally got leave after three months, our Captain told the WAVE Captain she'd better keep her girls under lock and key. The WAVE Captain, tapping her temple, replied. "Don't worry. My girls have it up here!" Our Captain said, "It doesn't matter where they have it. Once those throttle jocks start looking, they'll find it."

A Navy wife inquired about an increase in their monthly allotment for living quarters, because rents near the Station where he was based were so high. She received the following letter back: "Class Q allotments are based upon the number of dependents, up to a maximum of three. If the birth of a child will mean your husband is entitled to more quarters allowance, please notify him to take the necessary action required."

While I'm not sure of the procedure now but when I was in the Navy, every so often you got umpteen shots whether you needed them or not. The carrier pilot in front of me, as we passed thru the line, asked for a drink of water. After receiving it, the Corpsman asked if he was dizzy. "No, not at all," he replied. "I just wantta' see if I'm still water-tight."

During my first month of combat, I shot down six planes, took out a Comm Center and a Fuel Dump. This may have had a lot to do with my being taken out of combat training in San Diego and reassigned to the weather observation sqdn in Guam.

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Marksmanship rated very low on most Aviators' priority lists, and I guess it irritated the hell out of our Range Instructor, a Marine. A bunch of us were trying to qualify one afternoon, and of the six men firing, not one even hit the target from 100 yards. The Sergeant shouted, "Cease firing!!! Cease firing!!! Fix bayonets and charge!!! It's your only chance."

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Back then the theory was that if Aviators were fed saltpeter it would reduce their sex drive. Wouldn't ya' know, here it is over 30 years later and the damn stuff's just starting to work.

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Some of those simulated tactical situations that they gave us were so easy though. One instructor said "You have two enemy craft on your tail closing at 400 knots. What's the very first thing you do?" I mean, how simple can you get? The obvious answer to anyone should be: "do 450 knots".

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Because of the unusual duty hours at a Naval Air Station, you could pretty much find something to eat at almost any hour. At one Chow Hall the Chief in charge always used to post a sign: "SORRY, WE'RE OPEN!"

1/72 Accessory Parts Review

Scale Model Accessories LTD

**SSP 193 1/72 Axis jerry can set**

**SSP 195 1/72 Allied jerry cans, oil drums and containers set**

Reviewed by Glen Broman, IPMS #32541

I really like building things in 1/72 scale. It all goes back to when I was in the Army had had to pack up and move every few years. I liked that fact that I could pack my entire collection into a small box and take it with me. As a result, I now have many small boxes full of 1/72 scale kits and I'm always looking for accessories and neat after market stuff to spice up my builds. Scale Model Accessories Ltd. have done their best to help small scale builders like me with a huge selection of first class accessories for the small scale armor and aircraft builder. If you like to build 1/72 ships, they might prove useful as well. These two accessory kits are the Axis jerry can set and the Allied jerry cans, oil drums and containers set. These are all white metal parts that come packed in resealable plastic bags. The Axis jerry can set consists of 15 jerry cans which are a mixture of early, late and Italian jerry cans. These are all cleanly cast and require only a small amount of clean up. A little paint, some weathering and these are ready to go. The Allied jerry cans, oil drums and containers are also very cleanly cast. The set consists of three 55 gallon drums, four jerry cans and four oil cans. These are very nice accessory packs and will definitely add some detail to your next small scale project. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Twedde at the email address above. Thanks to Scale Model Accessories for the review sample.

In box review

**ACE 1/72 LAV-25**

Reviewed by Glen Broman IPMS Quad Cities

I am a big fan of 1/72 scale armor. I'm an even bigger fan if the armor is modern. I had heard that an eastern European company was coming out with a series of modern armored vehicles in the LAV series. The LAV series are eight wheeled armored cars that have their origin in Switzerland. They are manufactured in Canada by GM Canada and were adopted by the United States Marine Corps (USMC). Of course, I spelled USMC out for those of you who think it means "My Ass Rides In Navy Equipment". More recently, an advanced variant has been taken into service by the US Army as the Stryker. Anyway, I digress. So anyway, there I am hoping for a LAV series of models from a reputable eastern European manufacturer when a certain former Marine friend from the club sticks one under my nose at the last club meeting and says "hey, I just bought the last one at MVR!" "How nice of you to tell me that you got the last one Mike" I said. [He must stuck his head on the hatch again, That is not I remember the meeting.-MWS] My disappointment was tempered a bit when I saw the manufacturers name on the box. Ace. It had to be Ace, didn't it? Did I mention that I'm building an Ace BRDM right now? Did I also mention that it has more putty than plastic in the hull? Did I also mention that the mating surfaces are largely theoretical? Against my better judgment, I went to MVR Hobbies and ordered one from Mel. I picked it up last night and boy, was I pleasantly surprised. This puppy looks way better than the BRDM I've been working on. The kit comes packed in several re-sealable plastic bags. The plastic does not have that limited mold look that the BRDM did. It's still not Revell or Hasegawa quality, but it's pretty good and a huge improvement over previous

offerings. The gates on the sprue are still a bit heavy and many of the parts are delicate, and will require great care in removing. The upper hull is molded in such a way that all of the LAV variants can be molded with minimal changes. There are four basic sprues that contain the hull, suspension and various common parts. The fifth sprue holds the particular parts for the variant supplied in the box, in my case, the LAV-25. This looks like it will be a nice looking kit when completed. Of course, the proof will be in the pudding once gluing starts and we'll see if the fit is better than that goat rodeo of a kit the BRDM is. There is a nice bonus with this kit, there is a small photo etched set for the bustle rack. This is really sweet and will be a big improvement over anything that can be done in plastic. The mirrors are also PE and require a piece of wire from the spares box to fix them to the hull. There are also eight rubber tires with truly impressive tread patterns. The instructions are of the exploded diagram type and at first glance appear to be clear. Of course, I've said the same thing about some of the technical data packages at work and I have been surprised before, haven't I? The handles for the hatches are supposed to be made from small pieces of wire which you will have to fins on your own. What is curious is that the PE fret is not mentioned in the instructions, it's not on the parts list and it's not mentioned during assembly. Another one of those Russian State secrets, I suppose. It looks easy enough to build without instructions, but there is still an exciting chance I'll end up with my fingers super glued together. Decals for four schemes are supplied; two in sand from Operation Desert Storm in 1991 and two in the three color NATO scheme, one of them with KFOR markings.

1/76 scale decal review

Scale Model Accessories Ltd.

### **SSP 094 US stars decal set**

Reviewed by Glen Broman, IPMS #32541

This decal set is designed for use with all 1/76 scale World War 2 US Army vehicles. These are rub down decals consist of around 44 individual white stars and aerial identification rings. The sizes range from 4" to 36" scale size stars. The instruction sheet lists twenty one different US vehicles along with a list of what size star it would carry on the front, side, top or rear of the vehicle. A very handy little chart. Scale Model Accessories used Army regulation 850-5, dated 1942 as a reference for this set, along with contemporary photographs. These are very nice decals with excellent production values and come packaged in a resealable plastic bag. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

In Box Review

### **M1A1 Abrams, 3<sup>rd</sup> Infantry Division, Iraq 2003**

Dragon, 1/72 scale

Reviewed by Glen Broman, IPMS Quad Cities

I do have a soft spot in my heart for the M1A1. I lived in one, owned a whole Troops worth (about \$36 million, if I recall my hand receipt correctly) of them and wrote a book about them. Most importantly, as hard as the Iraqi's tried, they did not kill or injure a single one of my troopers or friends that manned one during the first trip to the Sand Box. They did get SSG Coleman in the butt, but he violated that basic tanker tenet "Never get off the tank". So if got a mild case of Iraqi ordnance fever walking around on the ground, it's really not the tanks fault, is it? Anyway, I've stocked up on the great Revell of Germany M1A1 kits and have been happily building them for a while, unaware of this kits existence. One of my friends from Chicago showed up at the last club meeting bearing gifts. Ronbo likes to bring the latest and greatest kits from Chicago when he visits as he thinks that besides living a life of pastoral squalor out here in the boondocks, he also thinks we live in a hobby backwater. While we do have indoor plumbing and the internal combustion engine, we really do seem to be behind all of the new releases in the Chicago shops. Anyway, Ronbo took pity on me and gave me this new M1A1 kit from Dragon. I suspect he didn't want it back after I drooled all over it. This is a neat little kit. While not quite as good or as detailed as the Revell kit, it is still very nice. The kit was originally made to be motorized, so you will have to fill a bunch of holes in the hull bottom. There is also a section of the bottom of the hull that has been deepened to fit the electrical motor. This should not present a problem, especially if you glue the sucker to a base when it's finished. The side skirts are molded as an integral part of the upper hull, which should make construction easy. The turret has the new style blow out panels, which is a plus. The 120mm main gun is molded in a single piece and looks like it will be very easy to clean up. The road wheels look overly simplified, but the detail of the outer road wheels looks good. The overall molding quality is very nice and it should look very good once completed. The instruction sheet is in color. How cool is that? There are decals for one vehicle from A Company, 1-64

Armor from 3ID. It's a pity that they didn't do one from A Troop 3-7 Cavalry, but we can't have everything, can we?

1/35 scale accessories review

Scale Model Accessories Ltd.

### **SMAP 043 Tank Tie Downs**

Reviewed by Glen Broman, IPMS #32541

This accessory set is designed with the hard core armor builder in mind. I'm a big fan of this particular item. This set consists of a photo etched brass fret containing 30 tie downs. The detail is excellent with the small eyes on each side of the tie down present on each part. These are very handy for any armor detailing project, or even for a civilian truck for the cargo bed tie downs. Possibly the best use for these are as tie downs for camouflage netting on German vehicles, SMA provide a diagram showing how these were used on most German open topped self propelled guns for tying tarpaulins and camouflage netting down. If you like to detail your armor models, these are a nice addition to your stockpile of accessories. This set is packaged in SMA's signature resealable plastic bag. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

1/35 scale accessories review

Scale Model Accessories Ltd.

### **SMAP 012 German Medical Set**

Reviewed by Glen Broman, IPMS #32541

Scale Model Accessories have some of the most interesting things I've ever seen to liven up your models or dioramas. This set is a case in point, a German medical set that one would expect to find at a Company or Battalion aid station. The set consists of nine cleanly molded white metal pieces. The parts are cleanly cast and require very little, if any clean up. Contained in the set are two open chest halves with medical equipment molded on the interior parts, two closed medical chests and another chest which can be displayed with the lid open or closed. It also comes with an oxygen bottle with gages and a hose. If you have the old Esci horse drawn German ambulance or would like to convert a SDKFZ 250 or 251 into an ambulance or aid station, this set will be a big help. SMA provide a small set of clear instructions with the set. This set is packaged in SMA's signature resealable plastic bag. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

1/35 scale figure review

Scale Model Accessories Ltd.

### **SMA 007 German Paratrooper Seated with personal kit**

Reviewed by Glen Broman, IPMS #32541

This is a very nicely detailed resin figure of a seated German paratrooper. The casting is very nice with minimal clean up required. The right arm is molded separately which will allow a more candid pose. The figure is wearing the German airborne smock and has a cravat around his neck. He's wearing a Fallschirmjager sidecap. Provided with the figure is a pile of personal equipment including a helmet, rifle and individual load bearing equipment with an ammunition box. This is molded as a single unit and the figure and individual equipment appear will look very good when seated in an open topped vehicle such as a Kubelwagen or the back of an Opel Blitz. A color picture of the finished and painted figure is provided. References on Fallschirmjager uniforms and equipment are fairly plentiful, so there should be no problems finding additional references. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

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1/76 scale figure review

Scale Model Accessories Ltd.

### **SSP 084 5 German winter SS/Army vehicle rider set**

Reviewed by Glen Broman, IPMS #32541

This is a very nicely detailed set of German figures in winter clothes. All are in various sitting poses along with one who is molded in such a way that he could be posed on a vehicle running board. The figures are molded in white metal, the casting is very nice with minimal clean up required. The figures come with a variety of headgear to include, helmets, feldmutze, a sidecap and an officers brimmed hat. Provided with the figures are a pile of personal equipment including helmets and individual load bearing equipment. This is molded as a single unit. A panzerfaust, Russian PPsh submachine gun and rifle complete the set. SMA provide an illustration with the set showing some suggested poses around the cab of a truck. References on German SS and army uniforms and equipment are fairly plentiful, so there should be no problems finding painting references. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

1/35 Conversion set review

Scale Model Accessories Ltd.

### **SMAP 029 German Imbert Generator Conversion set**

Reviewed by Glen Broman, IPMS #32541

During World War II, the Allies, blessed with a keen grasp of the obvious, realized that Germany had no domestic source of petroleum products and decided to bomb the living daylight out of various and sundry refineries as well as interdicting the supply lines with the purpose of depriving the German war machine of fuel and oil. The Germans, also being blessed with a rather keen grasp of inevitability, decided to start building wood and coal gas generators for their vehicles. This enables them to run on fuels that weren't in such short supply domestically. This conversion set is of the Holzgasantrieb Imbert Typ 1 fur Opel Blitz. It doesn't exactly roll of the tongue, but translated it means Imbert Type 1 wood gas generator for the Opel Blitz truck. This conversion is designed for the Italeri Opel Blitz, but can also be used on the SMA Ford V300 and Italeri Mercedes 3000 truck. I like to spice up my truck models and this conversion set is just the thing. The set consists of two resin pieces, the generator and a wooden box to hold the fuel. The resin parts are nicely cast with very small molding plugs to clean up and a small amount of clean up required for the body of the generator. The detail overall is very nice. The remainder of the kit is white metal. The kit comes with an exploded assembly diagram. Look for a detailed build review of this conversion set in the near future. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

1/76 kit review

Scale Model Accessories Ltd.

### **SSP 097 Mercedes Benz 1500 Cabriolet open top car.**

Reviewed by Glen Broman, IPMS #32541

This is a superb little kit from SMA. The kit come carefully packed in a clear blister pack. Mine made the trip from the UK with absolutely no damage. The vehicle body is molded in a single piece of resin. The molding is excellent. There is a very small molding plug that needs a little clean up on the bottom of the chassis. This is far

better than most resin kits I've built. The fenders are very delicately molded so some caution will be required when handling the kit during construction. The Mercedes symbol on the grill is exceptionally well done. The remainder of the parts, to include suspension, wheels and interior details are white metal and are also finely detailed. The kit comes with an exploded assembly diagram. No decals or painting instructions are provided, but SMA do have a German decal set in their extensive range. Painting should not be a problem as German vehicle paint schemes aren't exactly a mystery. Look for a detailed build review of this conversion set in the near future. Scale Model Accessory products can be found on their website at [www.smal.sageweb.co.uk](http://www.smal.sageweb.co.uk). Or you can email them at [s-m-a@blueyonder.co.uk](mailto:s-m-a@blueyonder.co.uk). If you are a retailer and looking to carry their product lines, please contact Gordon Tweddle at the email address above. Thanks to Scale Model Accessories for the review sample.

### **Fujimi's New Porsche 917 Kit: First Look**

Subject: Porsche 917K 1970 LeMans 24 Hour winner Kit #: Scale: 1/24

Reviewed by Chuck Herrmann, courtesy GTR newsletter

After years of success in the lower classes, in 1969 Porsche decided to go for the overall win in the classic LeMans 24 race. The 917 was the car that not only won the race in 1970 and 1971 but helped establish Porsche as the dominant sports racing car manufacturer for the next 30 years. Modelers have had to deal with the poor quality Heller model (later labeled as Testors, Union, etc.) or pay for resin aftermarket kits, so Fujimi's announcement of this last year was welcome news. Here is a first impression of this model. This subject of this kit is the first Porsche LeMans winner, the #23 917K (for Kurtz, or short tail), driven to victory in 1970 by Richard Attwood and Hans Herrmann (who promptly retired after the win). This kit is what I call a "curbside plus", with just over one hundred parts. Since a lot of mechanical detail was exposed in the rear, the underside of the engine, the transmission and rear suspension are all included. And since the top of the engine is visible through the open vent the trademark fan is included on the top of the power plant. But apparently the body is intended to be displayed in the closed position, as the sides of the engine are not completed. The kit is molded in red (body parts) and black with clear glass. The front clip of the body has the front fenders and drivers compartment. The separate rear engine cover mates up and both fit on top of the tub, which forms the lower side panels. On my kit the molding is very crisp; my initial test fit is good. The clear glass attaches from the outside. There are hinges for the engine cover, making it easier for those who want to add detail to the engine bay. There is a fully detailed drive train and suspension, including brakes, shocks and drive shafts. The interior is also fully detailed, with two seat, bulkheads and dash. Body detail includes vents and louvers, with separate headlight buckets, clear lenses, a three-piece wiper and gas caps. The decal sheet includes all the white striping and roundels along with the proper contingency stickers. There are also both Goodyear and Firestone rub on tire markings. The tires are treaded black vinyl. This kit also includes 17 extra parts not used, such as the separate front "hood" and the clear upper windshield insert (there is a plastic insert used in this version). Since these parts were used at Daytona and not LeMans, this indicates would that Fujimi will likely issue more versions, like they did with the Ford GT40 kit. And since there were over fifty versions, from the original long tail to various spyders and eventually the Can Am 917, plus the alternative color schemes hopefully we will be seeing more issues of this kit for quite some time. And the aftermarket will certainly kick into full gear to make decals and parts. So the first impression is good. The only flaw I see so far are the molded impressions for the roundels on the rear engine cover. There are two but only one roundel and number are used, so one needs to be sanded off. I have already started the kit, in a future issue I will let you know how it goes together.

### **Book Review "Land Mattress" In Canadian Service**

By Cookie Sewll, courtesy AMPS

Book Review: Service Publications "Canada: Weapons of War" series: The Land Mattress in Canadian Service by Doug Knight; Service Publications, Ottawa, Canada 2003, 24 pp: price CDN\$9.95; ISBN 1-894581-18-0

Advantages: Very interesting little book on a relatively unknown (outside Canada) weapons system; very good explanation of rocket weapons.

Disadvantages: No plans included.

Rating: Highly Recommended.

Recommendation: For all Commonwealth and US built halftrack fans.

This is another of the excellent Weapons of War series; as I have noted before they are dedicated Canadian views of weapons systems and present an operational view of the vehicle or weapon covered. For some odd reason, probably the novelty of them during the Second World War, it appears none of the major powers wanted to call "multiple rocket launchers" by that name. The Soviets called them "Katyusha" (Little Katie) and their

formations "Guards Mortar units." The US Army referred to the launchers as "Calliope" (which described the appearance of the Sherman tank mounted versions) and the Navy called their anti-submarine ones "Hedgehogs." The Germans called theirs "Nebelwerfer" (fog caster). And apparently the Royal Navy referred to their shore bombardment rocket system as "Mattress." The terms were not effective very long, and essentially wound up as the service nicknames of the weapons. After a firefight in North Africa was only solved by the use of an anti-aircraft rocket launcher battery interceding on behalf of some British troops, the surviving officer, Lieutenant Colonel Michael Wardell, tried to convince the British Army to adopt land based multiple rocket launchers. As with most instances of bright ideas that work, the School of Artillery turned him down flat as it did not deem it worthy, and their assessment was it would take two years to get prototypes built and tested for evaluation. (Translation: "NIH" – not invented here.) But a Canadian observer, Lieutenant Colonel Eric Harris, immediately grasped the significance of the weapon and after finding no success with British officers turned to the Canadian Army. With Harris providing the incentive, CMHQ proceeded to have two prototype 40-round launchers built for test and evaluation. The rocket launchers were made up from stray bits and pieces, but the result was actually quite good. A crude trailer with 40 tubes was built, providing only a single fixed elevation for launch. The rockets were cobbled together from a 29-lb Naval bombardment warhead, an RAF 3 inch rocket motor, and an Army artillery fuse. One item many people are not aware of is the fact that rockets come with only one charge for firing - a single motor that cannot be adjusted for time of burn. As a result, rockets are fired using an elevation setting and a special braking ring or spoiler on the nose of the rocket warhead to slow it down. (The Russian BM-21 "Grad" with its 122mm rockets still uses that method today, so it is old and reliable.) The first version of what was dubbed the "Land Mattress" (land for Army, Mattress from its Naval cover term) was tested in June and July 1944. After successful testing, a 10-launcher battery using 32-round launchers was fielded along with 10,000 rockets, all made up from available parts and in spite of protests by the British artillery authorities. Using men from a light AA battery, the force set sail for Europe in October 1944. The battery received its baptism of fire on 31 October when some three salvos – about 960 rockets – were fired on German AA gun positions. The battery wound up in action fairly often, and on 10 November the equipment was turned over to a new cadre of artillerymen. They were replaced on 16 December, and another battery took over on 24 January 1945. Finally, "production" rocket launchers were issued in March 1945 with a new 30-round launcher being the "standard" model. By that time the original 32-round ones were pretty much worn out. The 30-round model, dubbed the "Projector, Rocket, Three Inch, Number 8 Mark 1" or Tillings-Stephens Projector after its makers. It could fire its rockets over a moderately broad series of ranges in three bands (large ring, small ring, no ring) with a maximum range of up to 8,250 yards. Time for a complete salvo was just under 8 seconds. As with all rocket weapons, the Land Mattress suffered from its voracious appetite for ammunition – a single battery salvo of 10 launchers consumed 320 rockets, and if three salvos were fired, the consumption could reach nearly a thousand rounds a mission. But one salvo could blanket an area roughly 800 x 800 yards, which is excellent for an area fire weapon such as this. The weapon achieved a high degree of effectiveness when used, and only one launcher was destroyed in action – and that by a Spitfire! One launcher – or projector – survives today with the Canadian War Museum in Ottawa. Doug Knight is listed as a retired Canadian Army officer and is obviously very skilled as a "gonner" in his clear and easily understandable explanation of how the weapon works and what it could do in action. This is a handy little book, profusely illustrated but alas having no plans of the "beastie" permitting it to be easily modeled. Still, if you are a "Redleg" (US artillery term) or fan of interesting weapons, this is a nice read and worth your effort. Thanks to Clive Law of Service Publications for the review copy. <http://www.servicepub.com>

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Page created 3/6/2004

# Quad-City Scale Modelers Society

## Newsletter for April 2004

The meeting minutes:

We had another good turn out with 15 members present. We had a new face at the meeting, Doug Willis and Herb Metzler, a former member, returned to the Quad Cities after working in Chicago for a few years. It was good to see them both at the meeting. Robb Salmon also called and said he would probably be rejoining the club. He couldn't make it to the meeting but he did make it to the show. We have an article that Ron Thorne gave me at the meeting. Bob Horton also gave me two articles which will appear in next months newsletter as I couldn't open the files he sent me. We spent a lot of time doing show prep at the meeting, but it paid off as we had another great show. More on that below. We voted to collect donations at the show for the Baghdad Model Club and raised \$54. We also voted to send a check for \$25 to the IPMS make and take fund and to donate \$50 to support the National in Phoenix. If you want to help with the model building class at Majors, let me know. It's scheduled for May 1<sup>st</sup>. We also discussed our bid for the Regional. We finished up with a pretty substantial show and tell. See you next month.

The Dates:

April 10: Chapter meeting. Club photo shoot and chapter contest. Earl Steininger on "what if?" modeling

May 5-8, 2004 IPMS/Great Plains REGION 5 CONVENTION

KCI Expo Center, I29 & I435

Kansas City, MO

Contact: Darren Roberts, 913-782-1159. [darren.rpberts@ipmsgreatplains.com](mailto:darren.rpberts@ipmsgreatplains.com)

April 17 IPMS/Mad City Modelers. Madison, WI. Netherwood Knoll Elem. School, 200 North Main St. Oregon, WI. Contact: Jim Turek, [jitmodel@yahoo.com](mailto:jitmodel@yahoo.com). 608-329-7222.

April 25: IPMS/Lakes Region and IPMS/Cars. NIMO 10. McHenry County College. Rt. 14 (Northwest Hwy) Crystal Lake, IL. contact: [stevejahnke@msn.com](mailto:stevejahnke@msn.com)

May 1: Model building class at Majors

May 8: Chapter meeting. Show and tell plus a chapter contest. The theme is "What I was supposed to have had finished for the show.

June 12: Chapter meeting

July 10: Chapter meeting

August 4 thru 7 2004: IPMS National Convention. Phoenix, AZ

August 14: Chapter meeting

The Quad Cities Scale Model Show:

We had another successful show. The weather was better and the Quad Cities Cruisers were able to hang around a lot longer this year due to the improved weather. We had 64 entrants with 214 total entries, down from last year, but still pretty good considering that we had to move the show to a Sunday late in the game. Once again we made a solid profit. It looked to be a long day when the registration program crashed at 7:00 am, but we went back to our tried and true manual system and Nick Heleg-Greza cranked out a quick Excel spreadsheet that has us back in business in no time. Randy and Kathy Kidd also did a great job this year tabulating results. I'd like to thank all of the club members plus all of our volunteers who stepped up and made this another great show. I'd like to thank this years judging tea, including some guys from the Fartin' Fleas in Cedar Rapids who helped out this year and did a great job. Thanks to all of the category sponsors, having 100% sponsorship this year was a big help.

News from Jack:

Hello Modelers,

MJ at the office has informed me that Region 5 led all others in memberships this past period. We grew by 17. THANK YOU and PLEASE keep the Ball rolling! WE NEED MEMBERS!!! Keep in mind that NOW is the time to do this BEFORE the July rise in dues/fee's (\$25). As you know, St.Joseph's Day is finally here and that means that there is less than two weeks before YOUR Nomination for Chapter of the Year is due to me. BUT, I would

like to ask you contacts "if" this information gets out to your members? Does it? Can anyone tell me why out of 30+ Chapters.....and GOOD ONES TOO.....I have only one nomination? Ya know, ten years ago I considered it an HONOR to share this award with my Club members.....it was an accomplishment to be mentioned in the same breath with IPMS/Bong.....O'Hare.....SPASAM. Has this Award seen it's day? Is IPMS/USA spending money on a Trophy needlessly? Do you want this Award to continue? Print this letter in your Chapter Newsletter and I'd like YOUR opinions. What does being a part of IPMS/USA mean to your Chapter? I'd like to know.....getting a new add campaign together and I need your feedback and quotes. The Quad Cities Show was a real good time. Vinnie-Mooch and I made it in three hours, shopped for three, and returned all completed by 1:30pm. Impressive was the two TV Stations that showed up to cover the Event. I'll have some hard numbers down the road. I have received replies from half of the Region 5 Convention Bid Committee. The score thus far is 2-0, so one lucky Bidder is 1 decision (vote) away. I'll inform you of the winning bid as soon as that is known to me. I've had FOUR Nominations for the Gil Godfrey Memorial Chapter of the Year. I'll make that decision sometime this weekend and forward the Winner to DLC Jack Kennedy for consideration for National Honors. That winner will be announced at the National Convention in Phoenix. Thank You to the Chapters that took pride in themselves and turned in some very nice letters of recommendation. YOU SHOULD ALL BE PROUD. The Region 5 Convention takes place next month Hosted by IPMS/Great Plains. So far, I'll be there and making Hotel reservations in a couple of weeks. If Joe Schock's back can make the trip (surgery), we'll discuss a FUTURE event for CHICAGO. (Remember the last one?) Hope to see you there and with that.....Love Ya you Geese of mine!

Jack Bruno IPMS #25313

Region 5 Coordinator IPMS/USA

2003 Region Coordinator of the Year

Show and Tell:

Shaw Drovosky brought in an in progress 1/32 Revell Me 262. He had sanded down the raised detail and was rescribing the panel lines. He also brought in an Arado Ar 240 from Revell in 1/72. He added exhaust shrouds and brake lines.

Earl Steininger had seven in process projects at the meeting. All of them were older kits made into "what if" projects, utilizing Lindberg, Airfix, Tamiya and Merlin products. The Japanese pusher plane was interesting as was the A-9 manned V-2. That was made of stretched V-2's with a cockpit and wings. The stretched V-2 was made from three Glencoe Moonliner rockets, everything else was scratch built.

Ronbo brought in the new Trumpeter 1/35 Hind gunship. This puppy has some serious plastic in it.

Herb Metzler brought in some really excellent figures. The Rose 73<sup>rd</sup> Highland Infantry was painted with oils and had an amazing pattern painted on the socks, as well as the kilt. The Hornet Buffalo Bill was also painted with oils and looked great. The Elite Louisiana Tiger Zouave was a Raul Latorre sculpture that was some really nice work.

Larry Wright brought in a DML T-34 model 1940 in a captured German scheme using ModelMaster paints and a black oil wash with pastels. Very nice work.

Bob Horton brought a collection of converted Pyro kits, a Renault 1906, a packer 1911 staff car and a Ford Model T ambulance converted from the pie wagon kit. Very impressive stuff.

Modeling the Revell of Germany LVT-(A)1 Amtank

By Ron Thorne

First off, the Revell kit and the Italeri kit are the same. If you are so inclined, buy the Italeri kit for it retails for \$32 and the Revell kit retails for \$44 to \$54. The only difference between the two is the decal options. Now a little history....

The U.S. Marines received amphibious tractors (amtracks) before the Pearl Harbor attacks. It was in this theater that they earned their claim to fame. Iwo Jima, Okinawa and so on.... Marine and Army units used every variant that was made. The first one was called Water Buffalo. This is an open top version. Then came the subject of this review, the LVT (A) -1 Amtank. It is a closed top with three 30 caliber machine guns and a 37 millimeter cannon. The turret is from a modified M5 A1 Stuart tank. The last one was a closed top with a M8 75 millimeter HMC turret. One of the great things about Amtracks is that they float and propel themselves from LSTs right to the beach. LVT is a designator which means Landing Vehicle Track. The LVT (A) - 1 was used for fire support for landings.

That's a little background. Now onto the kit....

The first thing that gives up that this is an Italeri kit in a Revell box is that the kit hull has seven ejector pin marks that have to be removed; some raised and some recessed. I removed them with flexifile sticks. For those of you

that don't know what flexifile sticks are, they are sanding sticks that range from a coarse grade sandpaper through to a polishing stick. Really good stuff!! Then I assembled a four part hull that fits well. Then I added the side sponsons. There are 22 bogey wheels to sand due to mold seam and sink marks.

Now onto the upper hull deck....

There are minor sink marks on the angle hull plates. More sanding. Then for the tricky part. On the rear of the upper hull deck are what I think are thrust deflectors. If not placed correctly, the tracks will not clear the upper hull. But after three tries, Ronbo finally got it right.

Now something about the kit I really didn't like (hand trembling) (pulling my hair out) (and other bad words!!!!!!) When assembling the idler wheel, the instructions tell you to heat weld it to the hull side. Not bad at first sight but when you assemble the two part track (more on that later) the wheel snaps off. I ended up using a piece of coat hanger and fine wire to hold with super glue to get the wheel straight and hold the tracks. Ahhh, the tracks. (more hand trembling, more hair pulling.....) The vinyl tracks are two parts per side and they don't fit (more bad words). They want you to heat weld (which works) until you put them on then they just snap apart. I ended up using staples to come close for them to stay on. And so that nightmare ends.

Now back to the upper hull...

They have very nice 30 caliber machine guns. Drill out the barrels and paint. The cannon barrel is very detailed. Full breach and siding optics all on the gun. As you can guess this is a love hate relationship.

Paint and Weathering...

There are 4 color schemes, 3 blue and 1 OD green. 2 army, 2 marine. The reason I went with the Revell kit is because of the blue schemes, a nice change for all the OD armor schemes. I painted the model with Tamiya XF 15 medium blue. I detail painted the guns and boat gaffs. Out came the Future floor wax, great stuff to wear before you put decals on. The blue scheme that I chose was the first amphibious assault battalion from 1944 called, The Saint. Nice scheme but the number codes for the front and rear hull were on the sheet but not printed on the decal. More love hate going on here. The decals went on well except for one of the turret codes, slight silvering. Then I added an oil wash of yellow ochre, carbon black and van dyke brown on most of the recessed areas and raised details. Then I flat coated with Gunze flat clear. Oh no!!!! Small white specs so I next thinned the base color to rid myself of the white specs. Then I used Testors dull coat to complete the flat coat. The last thing I added to not make it out of the box was MV lenses for the headlights, a very simple way to have realistic looking headlights.

In conclusion...

It was not the best model I've built but also not the worst. I will build another but not too soon. I will say to use brass tube for the idler wheels and to get an after market track set. It will save you from going insane. It's big, blue and cool. It looks nice on my shelf. On the Ronbo scale, it's about 3.5 wags which is about middle of the road.

Speaking of the Marines:

In late January 2003, an old man approached the White House from Lafayette Park across Pennsylvania Avenue where he had been sitting on a bench. He spoke to the U.S. Marine standing guard and said, "I would like to go in and meet with President Clinton."

The Marine looked at the old fellow and said, "Sir, Mr. Clinton is no longer president and no longer resides here."

The man replied, "Oh, O.K." and walked away.

The following day, the same man approached the White House and said to the same Marine guard, "I would like to go in and meet with President Clinton."

The Marine again told the man, "Sir, Mr. Clinton is no longer president and doesn't live here any more."

The old gentleman thanked the Marine and, again, just walked away.

The third day, the same man approached the White House and addressed the same Marine, saying, "I would like to go in and speak with President Clinton."

The Marine, understandably a bit irritated at this point, gazed at the man and said, "Sir, this is the third day in a row that you have been here asking to speak to Mr. Clinton. I've told you already that Mr. Clinton is no longer the president and no longer resides here. Don't you understand?"

The old man looked at the Marine and said, "Oh, I understand, son. I just love hearing it!"

The Marine snapped to attention, smiled, saluted and said, "See you tomorrow, sir."

Review - DML 1/72 King Tiger (Porsche turret)

Bu Cookie Sewell

Kit Review: DML 1-72 Armor Series Kit No. 7231; Sd. Kfz. 182 King Tiger (Porsche Turret); 127 parts (123 in grey styrene, 2 in die cast metal, 2 in black vinyl); price around \$8 US

Advantages: new kit of a very popular subject

Disadvantages: die cast hull limits the ability of the builder to modify or adjust the kit

Rating: Recommended

Recommendation: for beginning modelers and modelers who do not modify kits out of the box

Somebody read the first few reviews I did of this new series of kits and came to the conclusion that I do not like small scale armor nor have any respect for it. As usual, and to cite the eminent social critic Mr. Bugs Bunny, "He don't know me very well, do he?"

I started as with most long-time armor buffs with the US made armor kits – Revell, SNAP, Adams, Monogram and Aurora – back in the 1950s, and in the early 1960s moved on to ROCO. In the mid 1960s most of us moved on to 1/76 scale (Airfix) kits as they were "real models" with more than 10 parts (early ROCO was somewhat simpler and cheaper than today for those not aware of that change) and could be made into nice models. They were also cheap enough to buy by the case (!) and use for a lot of modifications and scratchbuilding projects. Comes the 1970s and in comes the new (revamped) Tamiya line, followed by Italeri, Nichimo, Peerless, and now a host of 1/35 scale kits. As most of us suffered from the joys of changing eyesight (and more cash flow) many modelers switched scales at that time; I went over to the so-called "manly scale" in 1973 (also called "pipe-fitter's scale" by those who did not change.) Many very nice kits have come out in 1/72 (which basically knocked out 1/76 – a scale that came about due to Airfix's commitment to British OO gauge or 4mm, which is 1/76 scale) and many very good modelers still work in 1/72. Revell Germany has now produced some of the finest kits in that scale going. DML's kits are so far by and large based on their amazing 1/72 R/C tanks and as such suffer from the compromises made to get the motor into the model. As such, they have tried to make sure the models are still well made and accurate, but there are concessions that have to be made, and anyone who can't understand that does not understand the term "Scale Modeling." This is NOT to say that the DML models are poor; one just has to understand up front that the model that comes out of the box with compromises made to it. Such is the case with this nice new little kit from DML, which covers the popular German Tiger II Ausf. B heavy tank. It has a two-piece diecast metal hull designed to screw together, but no screws are provided (the screws mount through the bow gunner/radio operator's hatch and left rear side of the engine deck under the deck.) As such, all axles are cast as part of the belly and are not adjustable. The hull halves come pre-primed in grey. The rest of the parts are injection molded and very crisp, and include nicely done hangers on the turret for the extra track link sections. A very shallow engine bay is also included (recall it must clear the screw mounts) as well as solid plastic screens for the front intakes on the engine deck. The turret has two optional position crew hatches and the rear gun removal hatch. A breech is included for the 88mm gun but no other turret interior. The wheels appear to be nicely done, and all injection pin marks are hidden when the suspension is in place. The tracks are very soft but well detailed in this scale. Two finishes are offered, one for s.Pz.Abt. 503 in Normandy in a three color scheme and one from s.Pz.Abt. "Feldherrenhalle" in Hungary with a three-color scheme under whitewash. Overall, the model is not bad, and anyone wanting to build it right out of the box will be quite happy. But the metal hull means the mandatory use of either ACC or epoxy, and that can be tiresome. I have recommended in the past that young modelers would enjoy assembling these kits, and still maintain that they are a great place to start. But when they have to use ACC glue, which means that a parent MUST assist them to prevent accidents. Thanks to Freddie Leung for the review sample.

Alternate history of the B-70

By Edwin Ross Quantrell

North American B-70E Valkyrie

History

With the downing of a U-2 high altitude spy-plane on May 1, 1960, the future of the XB-70 Heavy Bomber was very much in doubt. Designed to replace the decade-old B-52, this new aircraft was to fly at Mach 3 while riding its own shock-wave above the height at which most current enemy missiles would have been able to shoot it down -- at least this had been the theory. But the U-2 debacle showed that the new bomber might be vulnerable to interception and, because of its lack of maneuverability at such an immense speed, would be a prime target for Soviet SAMs. (Even the massive B-52, originally designed as a high-altitude bomber, was going to have to resort to unescorted low-altitude penetration as its primary tactic!) The first XB-70 was rolled out of North Americans Palmdale Plant in May of 1964. The first two aircraft, XB-70A-1s, were used for testing until the destruction of the No. 2 aircraft during a freak collision with an F-104 during a publicity-photo flight display. The remaining aircraft was then turned over to the National Aeronautics and Space Administration for high-speed flight research and, eventually, to the Air Force Museum where it is currently on display. But rather than give up and try to design a new plane from scratch, the North American engineers redesigned the plane to perform its new role -- like the aircraft that it was supposed to replace; the Valkyrie would become a high speed, low-altitude penetrator. Among

the multitude of modifications made to the design: The structure was almost totally redesigned to strengthen the airframe for low-altitude, high-G maneuvering without adding a single unnecessary ounce of weight (in fact, the redesign actually added less than 100 pounds to the total weight of the plane); the crew was pared from four (Pilot, co-pilot, Bombardier/Navigator, Electronic Warfare Officer) down to two (Pilot/Bombardier, Co-pilot/EWO) with the vast majority of systems being as fully automatic as possible in order to ease their otherwise immense-to-near-impossible workload; the GE-J-93 engines were replaced by up rated (22,000 lbs. thrust) Pratt & Whitney TF-33-3 afterburning turbofan engines; an AN/APQ-172 ground mapping/terrain/collision avoidance radar was installed in the front of the engine intake divider; and the wingtips, which originally folded 65 degrees downward in flight in order to efficiently ride the shockwave, were now fixed anhedrally at a 15 degree angle in order to aid low-altitude stability. Production started on the B-70A-2 (later redesignated B-70B) in early 1965. This aircraft was capable of carrying up to 16 free-fall nuclear weapons or up to 20,000 lbs. of conventional bombs in two separate conventional bomb-bays. 50 of this model were built with production ending in mid-1966. Redesign on the next version of the Valk, as it was being dubbed by its crews, was begun even as the first B's were being assembled. A new and larger single rotary bomb-bay was introduced which increased the planes carriage capability to an awesome 18 free-fall nuclear weapons or 32,000 lbs. of conventional bombs; wing pylons for the AGM-28 Hound Dog missile – one under each wing -- were added; and improvements were made to the automation, avionics and ECM systems. 88 of this model were built with production transitioning to the D model in late 1967. With the escalation of the war in Viet Nam, many B-52s were being reallocated from their original Nuclear Deterrent mission to tactical strike/ground support missions. The B-70D was to fill this gap. Otherwise externally identical to the C this aircraft featured slight improvements to its avionics and ECMs. 129 of these aircraft were built before the production line was shut down permanently in December of 1969. During the 1970ís the Big Vark (re-named for its long-nosed resemblance to the smaller F/FB-111 Fighter-Bomber) was, along with the B-52, the vanguard of Americas Strategic Bomber force. Throughout this period, the Valkyrie went through various small improvements, modifications and changes in weaponry. (SRAMs replacing free-fall bombs.) In the early 1980s, with the entry of a new administration that tended to have a more favorable outlook on the Military, the future of the Valkyrie seemed assured. Under the Cobra Max program, all but the last 10 of the B-series aircraft were retired and the remaining airframes converted to TB-70B trainers. All C and D aircraft were completely overhauled and brought up to a common standard, redesignated as the B-70E. With the E model, The Valkyrie reached the pinnacle of manned-bomber development. The previous automation, avionics and ECM systems -- all state-of-the-art in the mid-1960ís -- were removed and replaced with brand new digital systems (including a fly-by-wire control system) using then-new microprocessor technology. (This, in turn, resulted in a 60% reduction of the fuselage space needed to house these systems and extra fuel tankage was installed.) Also added was a Westinghouse APQ-164 multimode radar to replace the original AN/APQ-172 radar. Six small pylons were added under the center-body to increase weapons carriage capability. (Including all missiles then in inventory plus any future designs, as well as conventional or guided bombs or free-fall nuclear weapons.) The AGM-28 pylons (unused or removed since the retirement of the Hound Dog in 1977) were replaced by a pair of large ECM semi-pods. These housed a comprehensive suite of countermeasures, including an anti-aircraft missile defense suppression capability. (The two rearmost center-body pylons can carry the AGM-78 Standard ARM or, later, the AGM-88 HARM.) Even with the introduction of both the B-1 Lancer and the B-2 Spirit to the bomber inventory in the early and late 1980ís respectively, the Ride of the Valkyrie will no doubt continue well into the 21st Century.

#### Paint/Camouflage Schemes

The B-70 has worn four basic paint/camouflage schemes during its lifetime\*. The first was an all-white anti-flash scheme, reflecting its nuclear-deterrence role. This was carried until the mid-1970ís when it was replaced with an FS 34079 (Dark Green)/FS 34159 (SAC Bomber Green)/FS 34201 (SAC Bomber Tan) over Gloss White SIOP (Single Integrated Operations Program) camouflage scheme. With the Cobra Max upgrades in the early 1980ís, All Valkyrie were given a second wraparound SIOP scheme of FS 36081 (Dark Gray)/FS 34086 (Green Drab)/FS 36118 (Gunship Gray). In the late 1980ís, due to high maintenance costs, all Valkyries were repainted in and presently wear overall FS 36118 (Gunship Gray)

\*Other than special one-off Display or Experimental schemes.

Review: DML Sd.Kfz. 182 King Tiger (Henschel Turret)

By Cookie Sewell

Kit Review: DML 1/35 Scale '39-'45 Series Kit No. 6208; Sd.Kfz. 182 King Tiger (Henschel Turret); 593 parts (584 in grey styrene, 8 etched brass, 1 length of nylon string); price about \$34.95.

Advantages: follows on heels of the earlier "Porsche turret" version; very complete kit.

Disadvantages: no Zimmerit, some parts may not match modelers' expectations.

Rating: Highly Recommended.

Recommendation: For all German WWII fans.

## FIRST LOOK

You cannot please modelers, no matter what you do. I learned this years ago when I first started to write articles on modeling and started to get hit with whines, whinges and in some cases, threats. Yes, threats: at least one possessed soul demanded I drop what I was doing and write something about what he wanted to hear, or I was (fill in your favorite epithets here) and should be (fill in your favorite means of demise here). Such was the list of comments I got when I reviewed the first in this paring of new kits from DML, which to me –and the sources I use, namely books by Tom Jentz – seemed perfectly fine. These kits are state-of-the-art, contain useful brass bits, tons of teensy plastic bits to give the model a really good level of surface detailing, and single-link (two part) tracks. The only really problematic point with this kit is that it needs (for one finishing option) to have Zimmerit paste installed, and there is only a small sketch included of what parts have to have it applied. This advice is better than that in many other kits that I have seen in the past, and the model will look the better for it. But upon searching the Internet, I run into tirades about bolt holes being too big, DML is trying to get too much from their molds, detail x is not right so the model sucks, single link tracks suck, DML sucks, et cetera, et cetera, et cetera. Bunk.

First off, in reviewing a kit, the goal is to do two things: one, determine if it is a reasonable replica of what it claims to be; and two, how hard is it going to be for the average (repeat, average) modeler, to get it to look like it is supposed to look? Most of the problems our friendly neighborhood perfectionists see as "unacceptable" are caused by the law of man, nature and economics. If a company is going to have to come up with \$200-250,000 to cut a set of molds, they want to ensure that they will have something that they can use for a good long time but will also give them the widest possible opportunity to get amortization out of the molds. They then have to make decisions: do we replicate an early model a late model, or split the difference and "fuzz" things up? Here DML opted to have most of the parts match the earlier model, and added a new sprue O to cover the later model's parts. The result, as has been noted, is that the skirts on sprue K are not quite right. The other problem then arises. What does the modeler have to do to get a good model out of the kit? Since not all Tigers sported Zimmerit, and molding it on would then limit the kit to one single option and one single vehicle, they leave it off, and trust that the modeler will do what it takes to get Zimmerit on. There are bunches of options – R & J's excellent "Zimmer-it-Right", thin resin strips, etched brass strips, or some other remedies found on the discussion groups. But it is up to the modeler to get it the way he wants it, not the factory to provide options for every occasion. Likewise, there are a number of lazy (yes, LAZY) modelers who do not want to take the time to assemble and paint (or vice versa) single-link tracks. They tend to miss the point that most of the surveys done by modelers for modelers and used by these companies said that modelers wanted the option of single-link tracks included with the kits. Blame your fellow modelers, folks, not the companies. If the model requires "tweaks" it should be the job of the modeler to get it right, not the company. I said a number of years ago that's what separates modelers from kit assemblers (for which the latter wanted my head on a pike.) It's one thing to assemble a kit out of the box for the fun of it and not expect perfection; it's another to do it and whine that it does not meet the modeler's goal of perfection. (Hint, folks: if you still feel that way, companies are now offering pre-painted and pre-assembled kits; think about them.) This is not to say that if the company blows it completely and misses most of the vital parts of a kit that they should rate a pass; witness some of the dogs that have come out such as the early production Trumpeter kits or the original DML Nashorn kit. But overall we are living in what has to be a "Silver Age" (if you take the 1950s and 1960s as the "Golden Age" based on the volume and selection of kits that came out, and not considering accuracy as paramount) in which most products from Tamiya, Dragon, Italeri, Revell (Germany), Trumpeter, and Academy built into at least reasonably accurate replicas of what they are supposed to be, and in most cases very precise ones. The alternative, of course, is we either all go to scratchbuilding or prepare for the second coming of Aurora. Suffice it to say this is a nice kit and will please many modelers. Good ones will correct its stumbles and great ones will make showpieces out of it. Thanks to Freddie Leung for the review sample.

A brief interlude:

A woman was shopping at her local supermarket where she selected a half-gallon of 2% milk, a carton of eggs, a quart of orange juice, a head of romaine lettuce, a 2 lb. can of coffee, and a 1 lb. package of bacon. As she was unloading her items on the conveyor belt to check out, a drunk standing behind her, watched as she placed the items in front of the cashier. While the cashier was ringing up her purchases, the drunk calmly stated: "You must be single."

The woman was a bit startled by this proclamation. But, she was equally intrigued by the derelict's intuition, since she was indeed single. She looked at her six items on the belt and saw nothing particularly unusual about her

selections that could have tipped off her drunken observer to her marital status. Curiosity getting the better of her, she said, "Well, you know what, you're absolutely correct, but how on earth did you know that?"

The drunk replied: "Cause you're ugly."

Fujimi's New Porsche 917 Kit: First Look

Subject: Porsche 917K 1970 LeMans 24 Hour winner Kit #: Scale: 1/24

Reviewed by Chuck Herrmann, Courtesy GTR newsletter

After years of success in the lower classes, in 1969 Porsche decided to go for the overall win in the classic LeMans 24 race. The 917 was the car that not only won the race in 1970 and 1971 but helped establish Porsche as the dominant sports racing car manufacturer for the next 30 years. Modelers have had to deal with the poor quality Heller model (later labeled as Testors, Union, etc.) or pay for resin aftermarket kits, so Fujimi's announcement of this last year was welcome news. Here is a first impression of this model. This subject of this kit is the first Porsche LeMans winner, the #23 917K (for Kurtz, or short tail), driven to victory in 1970 by Richard Attwood and Hans Herrmann (who promptly retired after the win). This kit is what I call a "curbside plus", with just over one hundred parts. Since a lot of mechanical detail was exposed in the rear, the underside of the engine, the transmission and rear suspension are all included. And since the top of the engine is visible through the open vent the trademark fan is included on the top of the power plant. But apparently the body is intended to be displayed in the closed position, as the sides of the engine are not completed. The kit is molded in red (body parts) and black with clear glass. The front clip of the body has the front fenders and drivers compartment. The separate rear engine cover mates up and both fit on top of the tub, which forms the lower side panels. On my kit the molding is very crisp; my initial test fit is good. The clear glass attaches from the outside. There are hinges for the engine cover, making it easier for those who want to add detail to the engine bay.

There is a fully detailed drive train and suspension, including brakes, shocks and drive shafts. The interior is also fully detailed, with two seat, bulkheads and dash. Body detail includes vents and louvers, with separate headlight buckets, clear lenses, a three-piece wiper and gas caps. The decal sheet includes all the white striping and roundels along with the proper contingency stickers. There are also both Goodyear and Firestone rub on tire markings. The tires are treaded black vinyl. This kit also includes 17 extra parts not used, such as the separate front "hood" and the clear upper windshield insert (there is a plastic insert used in this version). Since these parts were used at Daytona and not LeMans, this indicates would that Fujimi will likely issue more versions, like they did with the Ford GT40 kit. And since there were over fifty versions, from the original long tail to various spyders and eventually the Can Am 917, plus the alternative color schemes hopefully we will be seeing more issues of this kit for quite some time. And the aftermarket will certainly kick into full gear to make decals and parts. So the first impression is good. The only flaw I see so far are the molded impressions for the roundels on the rear engine cover. There are two but only one roundel and number are used, so one needs to be sanded off. I have already started the kit, in a future issue I will let you know how it goes together.

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May 1, 2004

# Quad-City Scale Modelers Society

## Newsletter for May 2004

### The Meeting Minutes:

We had another good turnout at this meeting. Bob Horton dropped off a check for the Butterfield Foundation, the folks who run the Deere-Wiman Carriage house. We had a new prospective member stop by the meeting, Mike Kelly. Hopefully he enjoyed himself and will join our wrecking crew. Bob Horton reported that Fred Olivi, one of the pilots of "Bock's Car", of Nagasaki fame, passed away. The meeting that Fred attended as our guest speaker was the largest meeting we've ever had. He was a true gentleman and both he and his wife will be missed. Earl Steininger gave a presentation on his "What if" projects, more of that below. Bob and Randy brought tapes of channel 4 and channel 8's coverage of our show. Between that and the article in the Dispatch/Argus about the model building class, we are getting all sorts of press which may help bring in new members. Speaking of which, the model building class will be held Saturday, May 1<sup>st</sup> at Major's. I had to write this and get it to Randy for printing before the class, so you'll have to wait and hear how it turned out. Hopefully we'll generate some interest in the club. The next meeting will be show and tell and a chapter contest. The theme is "What I was supposed to have finished for the show. See you there.

### Show and Tell:

Bob Horton brought in some of his scratch built pieces. An Airfix Old Bill bus converted into a World War I pigeon coop. A 1/32 Airfix Dennis Fire engine converted to a 3 ton lorry and a 150mm German field gun with a Rohr wagon, used for hailing the barrel when the gun was broken down into separate loads for transport. The gun was made using plans made from an existing gun here in Illinois. Mike Kelley brought in pictures of his very impressive auto dioramas. I swear if you could find a 1/24 scale key, you could get one of his cars to start.

### Interesting fact time:

Earl Steininger's Mom was a draughtsman at Chanute Field in World War II. She illustrated the first US jet propulsion tech manual. It was classified Secret at the time.

### Regional stuff:

We talked a little about the Regional. We agreed that Regional planning meetings will be held before the start of our regular meetings so we can concentrate on having fun during the regular meetings. Randy will be the vendor chairman with Keith assisting. Larry Wright will sponsor an "American Gold" award for best kit made by a US manufacturer.

### Treasurers Report:

The club deposited \$72.00, spent \$10.63 at Quality Awards, \$13.00 for postage and spent \$91.14 at Hobby Town. We have a balance as of 4/17/04 of \$2362.78.

### Road Trip:

By Randy Kidd

Brad, Keith, and I drove on down to our local Hobby Town on Kimberly right after the last meeting to purchase hobby supplies for our troops in Baghdad. We ended up with 26 bottles of paint, 3 Testors sand paper packages, 2 brush assortment packs and one Squadron sanding sticks package. The total on this was \$91.14. I went to the local Dollar store and got some super glue that I added to the care package. I also recall Ronbo saying they could use computer paper so I stopped at Wally World and picked up a package and added this also to our contents to be shipped. On Monday I got and filled out the customs form and mailed it on Tuesday. I also posted this to the IPMS home. And now to my Soap Box or as some people who know me may say "Bitch Stool". As you most all know by now we got the Regional (thank you Glen how can I ever repay you) so that means we got to work at it being the best it can be. And being I was the only one to vote no the last time around (because Bob F. had to work and Larry went to the other side) I'm going to put this out as a challenge to the membership. This is a model club and we are getting the Regional right in our back yard (or if you feel like me right on top us) and that means we as a club should build models for the contest. It may be a one time event in our life time of bringing this type of

event to the Quad Cities (God help us if Glen goes for the Nationals). So it's real easy, forget all the reasons that you can think of way you shouldn't build a model and go to the basement or closet or garage or were ever you keep your collection and start building. It's not like you have a year or so to do it in. Because one of the best ways to support this club will be to enter "Models" in your own contest. Because would it not be neat to see 800 or more models show up at our contest including 30 or so of just are own club members?

The Dates:

May 5-8, 2004 IPMS/Great Plains REGION 5 CONVENTION KCI Expo Center, I29 & I435 Kansas City, MO.

Contact: Darren Roberts, 913-782-1159. [darren.rpberts@ipmsgreatplains.com](mailto:darren.rpberts@ipmsgreatplains.com).

May 1: Model building class at Majors

May 8: Chapter meeting. Show and tell plus a chapter contest. The theme is "What I was supposed to have had finished for the show.

June 12: Chapter meeting

July 10: Chapter meeting

August 4 thru 7 2004: IPMS National Convention. Phoenix, AZ

August 14: Chapter meeting

"What if"

By Earl Steininger

I've accumulated lots of old kits, as years go by and newer kits have been released, I've put the old ones into a scrap box pile. That pile now fills eight storage bins in my basement. The Luftwaffe 46 craze a few years ago got me going again, but it really started when I was a kid, putting old kits together and building space models as a kid for science projects. Instead of using plans, I'm an intuitive builder. I build mostly fictitious subjects – who's to say you're wrong? I start with a vision in my head and then go from there. Instead of sawing on a \$25 Hasegawa kit, I use old Lindberg, Airfix, Frog kits from the 50 cent kit days. The Ki-105 "Toby" consists of old Frog kits plus the tail from and old Monogram Zero. There are odds and ends pieces from other old kits such as Revell, Johann and Airfix. There's no problem mixing scales, if the part looks right, use it. I also use a lot of Evergreen stock. I keep Fagan's Hobby shop in business. My next subject is two Airfix Stuka's joined together with a center wing section made from Evergreen stock. I call it the Uber Stuka. The Arado Heinkel Mistel is made from the nose cone of a Centaur rocket, Me 262 engines and a Frog He 162 on top. The next project is a German V-9 rocket powered strategic reconnaissance aircraft. It was made from a Strombecker Walt Disney rocket that was reissued by Glencoe. Three of them were spliced together landing gear was added along with the ramjet from an X-15. The wings and tail planes were made from plastic sheet. This V-9 was designed for recon work, has camera ports added, and was flown by the SS. I call it the SSR-71. The Me 109 Zwilling was a real concept that consisted of two Me 109's joined together at the wing. The actual; prototype was destroyed in a bombing raid/. This kit is two old 50 cent Hawk Me 109 kits in JG 11 markings from an old Superscale sheet.

News from our Fearless Leader

Hello My Pretties!!!

In a couple of weeks the Region 5 Convention will be here!!! I made my reservations.....Did you? A plea for Gallery Photo's for the IPMS/USA website, they only have six so far!!! Let's represent Region 5 BIGTIME!!!! It's time to start planning 2005 Shows in the Spring!!! If your intent is have an Event, get your Dates to me ASAP to reserve the timeframe/date of your choice. PLEASE, respect the dates of other chapters and follow the rules of INSURANCE and registration on the IPMS/USA website! YOU MUST DO THIS to be sanctioned! I would like to ask you now for your support for the IPMS/National Convention in Phoenix. If your Chapter has not yet sponsored a Trophy Package, PLEASE do so ASAP!!!! Like EVERY NatCon, support is needed to make these events a success!!! Another start up package went out in the Region. Here's looking at another possible Chapter! Good Going Guyzz!!!! Listen my Children.....and you shall hear.....the Midnight running to the Quad Cities on April 29th and 30th of 2005 for the Region 5 Convention!! Yes, my little IPMSer's, Congrats to the Group from the IPMS/Quad Cities Scale Modelers for putting together a very fine Bid that was chosen by four outstanding Region 5 Members. The Convention Site will be the Holiday Inn Convention Center in Davenport, IA. I'm looking forward to having a great weekend of Vending and Modeling!!! Just to recap, whenever I receive more than one Bid for the Regional, I will have four Members in Good Standing read them over and give me their choice. They DID NOT KNOW who each other were.....and are located around the Region AND are not members of any of the Chapters bidding. The Members of Region 5 that decided between the two bids were: Mike George, IPMS/Gateway.....Ed Mate, IPMS/Will-Cook.....Greg Metge, IPMS/Plastic Surgeons.....and Joe Schock,

IPMS/Lakes Region Scale Modelers. THANK YOU very much for taking the time for your decisions. Many THANKS goes out to the crew from IPMS/TCAH for putting together their bid and looking forward to seeing that fine Group at the future Norcon!

More Great news, IPMS/Quad Cities is the new 2003/2004 Region 5 "Gil Godfrey" Memorial Chapter of the Year! Glen and Company have done a fine job all year and sent in an impeccable resume. Your Chapter has been forwarded to DLC Jack Kennedy for consideration for Chapter of the Year, IPMS/USA. Hopefully, this year we can win this thing!!!! MORE GREAT News, Mike George, IPMS/Gateway has accepted the position of Region 5 Convention Head Judge. As you know, January 1, 2004 saw IPMS/USA mandate that all Chapters use IPMS Categories and style of Judging for the Regional Conventions. This will assure that every Regional across the land will be classified and judged in the same way. Mike will assemble a staff of Division Head Judges and begin to enlist a qualified Judges Pool for future Region 5 Conventions beginning in 2005 at the Quad Cities Convention. THANK YOU Mike and welcome aboard. Region 5 certainly took to heart for the Gallery Submissions for the IPMS/USA Website. Thank you all for your continued support and looking forward to seeing more of your work next month! I had the best time at the IPMS/SPASAM Auction on Friday night!! There were some GREAT kits on the Auction block and nearly \$800 was collected for the gang! Great job Sam "Il Duce" and Max Bryant!!! It was a great way to wrap up my vacation! It's never too late to get those new memberships in. The rates go up in July.....now is the time!!! Support IPMS now!!! Here's to ya and build a model today! Love Ya you gaggle and it's back to the Cub Game!!!!

Jack Bruno IPMS #25313

Region 5 Coordinator IPMS/USA

2003 Region Coordinator of the Year

An IPMS USA update

Greeting Fellow IPMS Members:

Welcome to the April IPMS Update. Things are progressing towards a great National in Phoenix this summer and one thing I would like to comment on is that a group has formed to look at a "Modelers Achievement Program". Several gentlemen asked me if a committee could be formed to look at several things and I gave them the E-boards go-ahead to draft a detailed proposal outlining the structure, bureaucracy, and operation of a Modeler Achievement Program (MAP). The purpose of the MAP will be to use it as an educational tool to assist our members to become better modelers and encourage participation in our Society by awarding certificates of achievement via a point system. Also, a hot topic has been the Gold-Silver-Bronze (open) judging system which is gaining more acceptance by some and resistance from others. To that end, a meeting is scheduled for the Phoenix Nationals open to all who want to discuss it.

On to the updates:

### **1st VP John Noack**

- We've captured several new suppliers for review products, and in the next week or so, I will be "pinging" a new group of manufacturers to try to talk them into sending us samples.
- On Line, Real Time Reviews continue to be a great addition to our website - we have 2-3 going simultaneously at any given time. What's really great is that we are getting volunteers submitting OLRT and "standard" reviews on product they've purchased as opposed to items I obtain and send out...the review process is taking on a life of its' own.
- I hope to be able to report that another manufacturer may be willing to work with us in providing lower-cost make and take kits. In the meantime, special recognition is due to our friends at MRC-Academy for consistently coming through with kits.
- While the CD-ROM project for indexing and/or scanning back issues of the magazine didn't pan out in its initial format, we continue to get interest from members and others who want to bid on the project. I hope to be able to come back to the membership with a revamped proposal one of these days.

### **2nd VP- Ron Bell**

- Phoenix reports they've had to expand their room night block, so it looks like it will be a good show.
- Got an update from bidder for 2006 and they're on track to present at Phoenix.
- Seminar added at Phoenix to discuss merits of GSB system. Here's a chance to hear about this much

debated issue.

### **Webmaster Bob Hester**

- A new feature has been added to the web site with "Walkarounds" which are pictures galleries of specific things of interest to IPMS modelers. The first was a Grumman J2F-6 Duck followed by a Hotchkiss gun and the B-24J "A Dragon and His Tail". More to come. Please be aware that the web site cannot retain these forever due to space considerations. This has led to a very noticeable spike in website hits.
- Also, we're approaching our 1,000,000th hit since 1996. The record currently stands at 945,156.
- The on-line credit card thing is working well. More from MJ
- A new contest registration system is in place which reduces the handling of the contest information and should eliminate some of the ones being missed. It is automated and will automatically post once DLC/RC approval is done.
- Regular updates and online builds are occurring

### **David Von Almen-Journal Editor**

- Membership mail is now being handled by Nat Richards

### **MJ Kinney-Office Manager**

- There were a total of 4376 journals sent out with V16J3, which is an increase of just 13 from V16J2, but at least it is going in the right direction.
- We show 245 new members in 2004.
- The first of April, we sent out 650 post cards to recently expired members reminding them that their membership has expired with renewal information.
- Credit card usage continues to increase with each month and those that are using this via the web site are commenting about "how easy it is".
- A new "Welcome" banner is being made to be used at the conventions. Our local museum is doing it for a cost of \$ 50.00, plus materials.
- Our liability insurance has been transferred from the office in Park Ridge Illinois to Des Moines Iowa. This transfer is causing a problem in that it is taking a minimum of 2 weeks to receive the Certificates once they are requested, where I was getting them in maximum of 7 days. Chapters need to be aware of this and request the Certificates in a **very timely** fashion. The webmaster has placed request instructions on the web site which hopefully will help chapters in the process.
- We have secured the convention cancellation insurance for Phoenix at a cost of \$ 849.00 - cost is based on location and apparently Phoenix is not a "high profile target" city as the cost is much less than in prior years.

### **Jack Kennedy- Director of Local Chapters**

- Not much new here. We now have 193 chapters chartered. We got 3 new ones this year. A couple fell by the wayside. They didn't have enough new members to be a chapter.
- We got our first chapter in North Dakota, in Fargo.
- Thanks to Bob Hester, we now have the new event registration system working. It went into effect on April 3rd. It is super and saves me a lot of typing.
- I have gotten a couple of COY nominations in so far and the deadline is May 15. When I get them, I'll e-mail them to all of you that can vote.
- I will be picking my RC of the Year at that time also.
- I will be putting together the Nat'l rules that will be used for regionals. I have a meeting scheduled with a bunch of guys from the Nat'l Contest Committee that will be at our regional (Noreastcon) on April 30-May 1. By the time we get to Phoenix, everything should be in place. We had 10 of 11 regions going for the use of Nat'l rules for regionals.
- I want to thank all of you for your patience when my computer was non existent. All is working fine now. I'm back in NY and looking at the usual rain that will be here until mid June.
- That's all I have for now. We have 187 chartered out of 200. That is a terrific record. I am in the process of

updating the contest list as I received a bunch that I downloaded today. Thanks again for all your support, help and patience.

That's it for this time.

Any comments or questions please send them to me or your RC's

Dave Morrissette

President, IPMS/USA

Modeling World War I on the ground. Part I.

By Bob Horton, IPMS Quad Cities

If a person was interested in modeling subjects of the World War I period prior to about ten years ago you were not faced with a very wide range of selections. Prior to about 1985 the aircraft models, manufacturers were producing, were few and far between. There were perhaps about a dozen subjects produced in 1/48<sup>th</sup> scale, a few more in 1/72<sup>nd</sup>, and only three in the odd-sized 1/28<sup>th</sup> scale. If you were interested in doing models that depicted subjects on the ground side of the action you were really going to have to almost consider scratch building the project. There was one notable exception to that which we will explore in depth a little later on. I hope to do a series of short articles every several months covering topics in modeling this period of time, excluding aeronautical subjects. Critiques of available kits as well as conversions of kits that within the WW I period will be explored. In addition I would hope to discuss scratch building projects and I would also add this tiny disclaimer that I would like to deal mainly with subject matter within the 1/32<sup>nd</sup> to 1/35<sup>th</sup> scale range. To enable us to try to stay within some sort of boundaries let us divide our subject matter up into three main groups: armor of the period, artillery/ordnance and finally, soft skinned vehicles including four hoofed ones. We might even be able to delve a bit into discussing the various military figures that are on the market or can be adapted from non period figures. To begin this session I would like to return to my comment at the end of the first paragraph. Within the scale range of interest here, there was a group of models produced about 25 to 30 years ago. They seemed to never receive a lot of attention, namely period trucks and automobiles. Several manufacturers produced a number of autos and trucks representing examples of items built between about 1900 to about 1918. Airfix, Pyro, and others that later bought, traded or sold molds and reissued kits, have produced some really fairly good kits of material that can lend themselves to making up models of this period. Since there are publications that have produced all kinds of tabulations and listings that trace the manufacturers of these kits we won't even attempt to list all of these that are far too numerous to try to track here. Airfix, Pyro, Aurora, Lindberg and Heller have spun off into Merit, Smer, Palmer, Lifelike, Esci, Palitoy, Hudson and Humbrol and probably others. The two major players kitting vehicles of the 1900's seemed to be Airfix and Pyro/Lifelike and I would like to focus on these two for the time. I would add briefly here, that in comparing the quality of Pyro and Airfix vehicle kits, Pyro/Lifelike, or anyone that took over their kits, would get my vote. The molding quality for Pyro is somewhat better than Airfix, and the real vote getter is that Pyro had real soft rubber tires and well molded wheels as separate pieces. Airfix used a one piece unit for the wheels and it is a little crude. In considering the two Airfix truck kits, the Fire Engine is very well done and the Old Bill Bus is a bit better than the automobile kits. It seems for some reason that Airfix seemed to have a love affair in their mold tooling department with applying unusual amounts of ejector pin marks to all areas of the molds. To the extent that in building the Old Bill Bus, most of the time in construction is spent in trying to smooth these marks out in the most visible areas of the piece in question. For instance, in the areas of the wheel spokes, each spoke will have an ejector mark on it. They must have had some good reason to do the die machining like this but it really escapes me. To apply the equal time rule in critiques, the directions for the Airfix kits are somewhat better than the Pyro kits. The Pyro plans and directions are on very small sheets, and consequently a whole series of sub assemblies may appear on a small area of only about 3 x 4 inches. There are three folded up panels of this size that comprise the complete assembly instructions. In modeling all facets of the 1914-1918 period we need to first understand that we must be willing to really broaden the time frame to some extent. Since a great deal of military material in general was pressed into service early in the conflict, we can find equipment that was legitimately used in the 1914-1918 Great War that dates back to the mid 1880's. While a good deal of semi sophisticated artillery was showing up we obviously wouldn't be considering gasoline powered vehicles or aeronautical equipment other than balloons as used during prior to the turn of the century. A trivia piece: did you realize that automatic firing machine guns were developed almost as early in weaponry history as the advent of the breech loading rifle? As far as wheeled vehicles are concerned, Pyro produced about 11 model kits that featured vehicles ranging from the 1906 Renault Town Car to two examples of the 1915 Ford Model T's. The Airfix Company also produced 7 car models and 2 truck models ranging from a 1902 DeDetrich

to a 1911 Rolls Royce ½ hardtop limo. In addition they produced the Dennis Fire Engine and the L.G.O.C. "Old Bill Bus." I have to emphasize that other companies such as Aurora, Lindberg and others were also producing a few models of this period but in these other lines; the scales could and would be all over the map. At this point one might ask what is the use of these "civilian" models to represent WW I period military subjects. Other than the Airfix kit of the "Old Bill Bus", there is nothing in the design of these other models that would seem indicate any interest to the military modeler. The Old Bill Bus was kitted with a build choice of two versions; the standard London two decker bus with several civilian figures and a second kit style containing additional markings and military figures and parts that can be used to build up the version that was taken to the continent and used on many occasions to transport troops. The "bus" story doesn't stop there though. The L.G.O.C.'s basic framework was further converted by the military to form several other very interesting vehicles. One of the most clever was the use made of it with a double decker office on the first level and a pigeon coop on the top deck. Don't look up!

O.K. folks, we are on a roll now...pun intended. The second truck model released by Airfix was the Dennis Fire Engine. It seemed to be one of the least popular products of the 1970's. I must confess that I had early on looked at this model in the shops and dismissed it as also not being of much interest. Then lately I began to start looking thru some of the old photographs in the various books and that darn Dennis Truck Chassis started leaping out at me. During the 1914-1918 period there were several main work horse vehicles of choice in the British Army. In the range of around a 3 ton rating you found the Thornycroft and Dennis trucks amongst others, in military service. Examples could be seen in use as strictly freight and material haulers. But often they might be found to have a converted rear cargo area that carried very special loads. One example is that of having a complete portable sanitary water processing plant facility on board. Another design was modified to carry the 13 Pdr - 9 CWT Anti aircraft gun mount on a 360 degree platform. I believe that almost any Thornycroft vehicle could be modeled on the Dennis chassis and would be very believable. I would like to delve into the Dennis Truck conversions in a later column. The last kit to be addressed at this time is the Pyro 1915 Ford Model T's. One of these kits was patterned after an enclosed delivery van and is labeled as "The Pie Wagon." The second kit version was of the 2 seat Runabout. Both of these have a great potential for conversion into military types. The Pie Wagon can be fairly easily made into an "American Volunteer Ambulance Service" ambulance. It entails removal of the complete delivery van rear structure from the seat back on rearward. Then a very simple slab sided box like structure is built onto a new bed laid over the frame. The frame has to be extended slightly to make up the length of the ambulance body which is slightly longer than the old delivery van box. Unfortunately there are no good pictures that I have found that show the layout of the interior of the ambulance body. (The good news is that there some very good photos of examples of the ambulance body on several Antique Ford Model T websites.) So a little judicious use of logic as to what may have been used as internal structure to support the stretchers must come into play. The Ambulance version is quite interesting as it had about as many markings applied to it as can usually be found on any WWI vintage vehicle. In researching pictures showing these markings, one marking appears several different times. It consists of three rather large letters, "SSU", lettering which I have not yet been able to understand. The little Pyro kit of the 2 seat Ford Runabout also has capabilities of making up into an interesting model. There are versions of this car that had a small pickup truck type rear box installed. In one picture it was used as a machine gun car with a water cooled .30 cal M/G mounted on a stand in the rear box area. I can imagine that as popular as the Ford was, there are many other potential possibilities. You are only limited by how much research you wish to do. Next time I hope to delve a little deeper into the other kits old and new of wheeled vehicles and what possibilities lie within them. In the meantime start searching the e-Bay sites and see what you can unearth. In most cases the prices are fairly reasonable and I have had nothing but good experiences with the various dealers.

Review - DML 1/72 Scale Challenger 2 Iraq 2003

By Cookie Sewell

Kit Review: DML 1/72 scale Kit No. 7228; Challenger II Iraq 2003; 104 parts (102 in grey styrene, 2 in black vinyl); price about \$8.95

Advantages: clean, neat kit of a current vehicle; modifications included for Operation Telic vehicles.

Disadvantages: kit may have been designed for pre-assembled sales or R/C use.

Rating: Highly Recommended.

Recommendation: for all fans of Operation Iraqi Freedom/Telic or modern armor.

F I R S T L O O K .

DML continues to pop out 1/72 kits with great speed, but part of the reason appears to be based on pre-assembled sales of the models elsewhere. This one, which from what materials I have on hand seems to do a reasonably good job of capturing its prototype, appears to have been designed for assembly with three small screws. That being said, it is a proper kit with no die-cast metal parts included. The box claims 121 parts, but a

quick count shows that to be in error; the model is not lacking all of its bits! One addendum to the directions is included, as the original DML color photo set left out the inner return rollers (parts B9) which would make for a very sloppy fit. The model builds up as a Challenger 2 (not Roman II, as the British dropped that system someplace in the middle of the Centurion run in the mid 1950s) with the external bits for the ones used by British forces in Operation Telic, their name for the US Operation Iraqi Freedom. These include the uparmored skirts with ground-length dust covers, applique armor for the glacis and the bow, and the TIP armor panels for the sides of the turret. The "4 x 8 plywood" ones for the turret glacis are not included, however, and will have to be added from 0.005" styrene. The model comes with hatches that can be positioned open or closed, but that for the driver opens onto one of the screw holes. Note that the direction arrows show the cover (part A38) cementing into the screw hole, but most modelers will figure that one out in a hurry! One set of markings is included for the Scots Dragoon Guards Armour Regiment. Overall it appears to be a neat little model, but most fans will want to stow more "kit" as it does seem somewhat naked compared to the in-action photos from last year's news. Thanks to Freddie Leung for the review sample.

## THE STATE OF THE HOBBY

By Tim Liecht, courtesy of GT Modelers

With the current crop of NASCAR models just hitting the shelves, I was quite surprised to receive a fax last week from Slix decals announcing they are not going to produce decals any longer. What the heck is going on here? I know their reasons were licensing issues, and I know that Revell/Monogram chose to leave the Goodyear logos off the box art for the same reasons, but when is this nonsense going to stop? Corporate greed has finally gone too far. Why would some bean counter at Goodyear worry about getting a piece of EVERY kit sold to allow their name to put on the very tire that already has it on it? AND, just how much do they think they are going to make by demanding Revell or any other kit maker pay them? I will bet the total figure would not even pay the guy's salary for a year, and the end result would be just what we are seeing now. Take the name off, don't pay them, and the greed department shuts down. Well kudos to Revell for doing just that. And I hope that all the rest of them do the same thing. It is time to put your feet down, and tell these people enough is enough!

In fact, in my humble opinion, one could take them to court and say that Goodyear is a common name and that there is a connection between tires and the name and therefore, trademark or not...yeah right, not in our lifetime! I can tell you though, that I was taken to task by BMW, for using their logo in my yellow pages ad and my business cards. I wrote them a nice letter stating that when I pick up the phone and order parts, I tell the guy on the other end the car is a BMW, not an automobile from Bavaria that I need parts for". Therefore BMW is a common name and is used every day in that regard. You know what? They agreed! They sent back a nice letter giving me some examples of where I could use the BMW name. I could not use the Roundel logo, but the letters B-M-W were acceptable. I know it was a small victory, but I stuck to my guns.

In the grand scheme of things we are all going to pay the price of this. Kits are going to cost more. Decal makers like Slix won't be around, but I think we all can see the handwriting on the wall. NASCAR is completely out of control right now, because of their greed, but that's going to come full circle real soon. The NASCAR diecast market is way too saturated and it's all going to come crashing down when there is way more product than demand. Then what are people like Goodyear going to do? Their own greed will, in the long run, bring the cash machine to a halt when all the fans cannot stomach any more models, especially after paying twice as much because of licensing fees. So, I guess we just have to wait out the storm, support the cottage decal industry, and hope for the best. This is not over just yet.

Enough serious stuff, Here's a little sumpin' – sumpin' from Tom Meyer

The two most common elements in the universe are hydrogen and stupidity.

Deja Moo: The feeling that you've heard this bull before.

Psychiatrists say that 1 of 4 people are mentally ill. Check three friends. If they're OK, you're it.

Nothing in the known universe travels faster than a bad check.

A truly wise man never plays leapfrog with a unicorn.

It has recently been discovered that research causes cancer in rats.

Always remember to pillage BEFORE you burn.

If you are given an open-book exam, you will forget your book.

COROLLARY: If you are given a take-home test, you will forget where you live.

The trouble with doing something right the first time is that nobody appreciates how difficult it was.

It may be that your sole purpose in life is simply to serve as a warning to others.

Vital papers will demonstrate their vitality by moving from where you left them to where you can't find them.

Law of Probability Dispersal: Whatever it is that hits the fan will not be evenly distributed.

## Modeling Hints

By Bob Horton

1- For those times that you have to get a small hole drilled back into a very difficult area to reach: Take a short length of 1/16" diameter brass hobby tubing about 4 - 6" long or to suit the distance back that you need to reach. Select the favorite size drill bit that will match the job at hand. Insert the shank end of the drill bit back into the end of the tubing. The smaller the drill bit size the less should protrude from the end of the tubing. ( if you are dealing with a hole size in the # 80 drill bit size, no more then about 1/4", for sizes in the # 60 drill bit size you can safely allow 1/2" to 3/4" protrude.) Using a set of pliers crimp or flatten the end of the tubing back from the end, for about 1/4 to 3/8<sup>th</sup> of an inch. Then apply a small amount of solder to the end of the brass tubing and let capillary action take the solder back into the tube to anchor the drill bit. When everything is cooled...spin the shank of the tubing and see if the drill runs true. Likely it won't. All then that is needed is to very gently offset the end of the tubing to align the drill bit. I have used these extensions by simply twisting or rotating the bare brass tubing or you can insert the tubing into a thumb drill chuck. I really prefer using the tubing bare as you get a better feel as to whether the drill is going to stick.

2- For rigging those biplanes. I have found the very best material to use for the wire interplane rigging is found in the center strand of model airplane U-control line wire. You need to get the lightest gage of 7 strand wound control line. It will come wound in two strands of anywhere from about 25 to 50 lengths. If you unwind about 6 feet and cut into two 3 foot lengths you will have about enough to rig most any 1/48<sup>th</sup> or 1/32<sup>nd</sup> scale model. You will start by picking and fraying one end of the wire and finding the first strand of the outside wrap. If you spin it in your hands it will unwind. Repeating this same procedure you will end up finally with one last straight center wire. This is the product that will form the rigging wires. You will find that these wires look about as realistic as any material you can use. If you find about the lowest rated poundage control line, it will yield a center wire that is about .003" to .004" which scales out to slightly less then 1/4" scale diameter in 1/48<sup>th</sup> scale. Getting the next larger size poundage line yields increasing diameters of scale wire. The one major drawback is that this wire is about as tough as any fine wire you can find. Your wire cutters are going to suffer to some extent so don't use the very best pair you have.

3- And finally a hint that all of the huddled masses can perhaps use. I seemed to inherit by default a rolled up mat that is used mainly by quilters and seamstresses. It had been left rolled up and tied for some period of time. Eventually I discovered that laying it out on a flat piece of driveway in the afternoon of a hotter then heck day, that buggie flattened out like a pancake. Now to describe it. This thing resembles a very dark matt gray colored piece of about 3/16" thick linoleum. It is approximately 18"X 27" and the surface is laid out in medium orange colored one inch grid lines. There are marked off edges in inches and fractions. It makes a great work surface especially in being able to use it to square up and align assemblies. It is made and sold by Fiskers Sewing supplies and most any good quality sewing supply store carries them. They cost about \$24.00 and worth every penny of it. I usually layout a piece of paper towel if I am doing some heavy cutting over this surface - it is not one of those work pads that is self healing. I also find that solvent glue and paint doesn't seem to affect it greatly if you try to quickly wipe up messes and not leave them lay on the surface very long.

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May 1, 2004

# Quad-Cities Scale Modelers' Newsletter for June 2004

## Meeting Minutes:

Welcome to the late edition. The fault is entirely mine as I was out of town and didn't get this to Randy till the week of the meeting. My humble apologies. The model building class at Majors went well; we had about 8 folks show up. I think next time around we will have them bring kits to work on. Steve brought in pictures from the show, there was some pretty good stuff on the tables. Larry Wright won the "What I should have finished in time for the show" award for his Tamiya P-47. It was sadly noted that that was the only entry in the procrastinator's cup. I expect we will have more entries for last months contest done by December. Due to lack of a location, we will not have a club barbecue in June, but we may try again for July. Our house was too crowded with two sets of grandparents out from the west coast for Toph's graduation. Randy moved top new digs last month, which pretty much takes care of our last two locations. Is anyone else interested in hosting the barbecue? We are house broken and hardly ever go on drunken rampages anymore. Our junior member Christopher Broman graduated and will be moving off to Iowa State University in August. As of July, he will no longer be a junior member either. If he can't find a club in Ames, he plans to start one. But he better get his homework done first. His younger brother and I are eying all of the kits he will be leaving in his closet. We are betting he won't miss a kit or two here and there. We don't have a lot planned for the July meeting, so bring along a kit to work on.

## Show and Tell:

Earl brought in some dragsters. He read an article in Scale Auto by Tim Boyd and got the itch. Instead of repairing his old kits, he rebuilt them into something else. He combined several dragster kits and parts kits for engines into a two engined dragster. Earl; also converted a Revell X-15 into a dragster. It has a streamlined canopy and used plastruct rod for the frame and plasticard to box in the wheel wells. Larry brought in a Tamiya P-47 which he built out of the box, with a little extra. It looked very good. Ronbo demonstrated a tiny hand held razor saw he used for cutting parts off of the tree.. He can get very close to the part, which eases clean up. He bought it at Venture Hobbies in Wheeling.

## Regional planning notes:

Larry will be sponsoring an "American Gold" award for best subject made from an American kit manufacturer up to 1985. It will be an out of the box award. I'm working on the category list. Plan to review it at the June meeting.

## The Dates:

June 12: Chapter meeting

July 10: Chapter meeting

August 4 thru 7 2004: IPMS National Convention. Phoenix, AZ

August 14: Chapter meeting

**April 29 - 30, 2005,  
REGION 5 CONVENTION,  
Hosted by IPMS/Quad Cities.  
Holiday Inn Convention Center, Davenport, IA.  
Contact: Glen Broman, [grbroman@aol.com](mailto:grbroman@aol.com)**

## Region V Convention Report

Hello my little Bulk Buyers!!!

After two 9-10 hour drives, I finally got back from a HIGHLY ENJOYABLE Region 5 Convention in Kansas City!! IPMS/Great Plains did a magnificent job of Hosting and I'll remember this Convention for a long time to come! The Convention Center had more than enough room, lighting was outstanding, vendors well spaced out and the models were KILLERS!!!!!!!!!!!! Just shy of 500, it was eye candy for everyone! For

those that I met for the first time, THANK YOU for the nice things and this is what IPMS/USA is all about! Registration went very well and the raffle was pretty cool too.....yes, I won a few (even the last ticket drawn which got me an IPMS/Great Plains Chapter Shirt!!!!) In the dayz to come, check out the IPMS/Great Plains website as well as the IPMS/USA Website for pictures of the event and winning models. I ran in to several Regionites from all over and renewed some very nice acquaintances. KUDOS to the Chapter members for putting on a GREAT SHOW and especially to Frank , these guyz are bidding on the National Convention in Phoenix this summer. After seeing the coordination of the Regional, they will be a GREAT CHOICE to host the Big One!!!! See you at the Regional in Quad Cities next year!!! REMINDER, next year will be the first year of the mandated IPMS Categories and Rools.....yes, I know , but it's my update and I'll spell it the way I want!.....for more information on that contact Head Regional Judge, Mike George at [ontrak33@aol.com](mailto:ontrak33@aol.com). There will be a flyer coming out soon for this show and I'll get info out to you asap. There will be a category list included.

Jack Bruno IPMS #25313

Region 5 Coordinator IPMS/USA

2003 Region Coordinator of the Year

## DAKAR RALLY

By Chuck Herrmann, courtesy GTR Modelers

For the last 25 years, the first major race each year has been the Dakar rally, a raid rally from Europe through Africa that draws huge interest world wide, except in America. This years event runs from January 1 through January 20, starting in Marseille, France, then going through Spain before crossing the Mediterranean via ship to Tunisia. Then they run through Libya and wind up at Sharm-el-Sheikh, in Egypt, a distance of 7,642 kilometers (over 5,500 miles!). The cars have a driver and co-driver, the big trucks have a three man crew. But the motorcycles drivers go it alone, helped by GPS systems and radio communications. For several stages the racers need to go over 300 miles (5 to 6 hours). Then after sleeping in a tent (unless the vehicle needs work!) its off again the next day. There are only two rest days, one on the boat over and one in Egypt. When most competitors say they just aim to finish, it is probably true at this event since making it to the end is a major accomplishment in itself! This year's field was over 340, in three major categories: motorcycles, cars and trucks. As in shorter rally racing, teams have a full support staff and spare equipment, but for the Dakar these vehicles must also cross the same desert as the competitors, in order to get to the service areas. Altogether there will be close to 500 vehicles crossing a wide variety of terrain. In the car division, there will be heavily modified SUVs such as the Mitsubishi Pajero (winner of the last two events), BMW X5 and Mercedes M and G classes, pickups from Nissan and Ford, two wheel drive dune buggies from Schlessler and Volkswagen, and various other "specials". Engines range from big V8s to turbo diesels. Among the motorcycles are single and dual cylinder off-road racing bikes and also Quads, heavy duty ATV vehicles. And the big trucks are massive purpose built machines that are quite impressive. The favored teams are the factory sponsored Mitsubishi, Nissan and Volkswagen efforts, with full support staffs and spares, utilizing helicopters as spotters. Other efforts run various size teams down to the small independents with minimum or no real support. Media coverage in America is not very good, but it is available. The official website is [www.dakar.fr](http://www.dakar.fr), and there is also some good coverage on [www.motorsport.com](http://www.motorsport.com). Those sites have updated results daily, and also lots of pictures (that is where these newsletter photos came from). On Speed TV there was a half hour program on the rally, plus some nice vintage footage, every day of the rally at 6:30 CST, then again at 11:30. The program is a cross between racing coverage and travelogue, with some awe inspiring shots of deserts and mountains and local spectators. A one hour review show ran January 20 and will be repeated several times during the month.

Dakar Rally Vehicles in Scale In 1/43rd I seen lots of kits of Dakar racers form the 1/43 specialty manufactures. Commonly available from Heller was an injection molded Peugeot 205 kit. In 1/24 I am not aware of a lot of kit offerings. In looking at an old Tamiya catalog I see they had a 92 Mitsubishi Pajero, two versions of the Peugeot 405 and a Peugeot 205, but these are not currently offered. In my pile of kits I have a Gunze-Sangyo Porsche 959, in Rothmans colors, from the mid-eighties. Based on the 959 road

car, this has big wheels and high ground clearance. Also I have a Burago die cast of a 2000 Schlessler Renault buggy, that has incorrect markings (French cigarette maker Galousies, the primary sponsor, was left off).

News on MVR:

Mel has reduced the prices on most of the military kits. The higher ones are reduced by \$10 with the rest reduced less. He mentioned if we were to buy kits for the show we might wait till the last week as that is when prices are reduced the most (my words not his). Still no location found but then he mentioned he may not announce anything till he know for sure and he might be closed anyway till Sept. (my words not his).

Something for the Figure modelers:

DML 10th Anniversary Figure Sets

By Cookie Sewell

Kit Review: DML 1/35 Scale '39-'45 Series Figure sets:

No. 6171, "Cross of Iron" Eastern Front 1944 10th Anniversary Special Edition; 118 parts in grey styrene; price estimated at \$8-10.

No. 6172, German 6th Army Stalingrad 1942/43 10th Anniversary Special Edition; 113 parts in grey styrene; price estimated at \$8-10.

Advantages: More DML high quality figures, again with the new generic 55-piece sprue with four extra heads; new artwork and box style.

Disadvantages: Some parts may be too heavy or thick for many modelers (see text)

Rating: Highly Recommended.

Recommendation: for all WWII German fans.

F I R S T L O O K:

DML is out to really celebrate its 10th anniversary, and two more very nice new figure sets will be their next set of featured kits. No. 6171 comes with the "April 2003" page of the calendar they are providing with the special 10<sup>th</sup> Anniversary kits, and No. 6172 is "May 2003." The first kit seems to have taken its theme from the 1977 Sam Peckinpaw movie of the same name and the "3" figure appears to resemble James Coburn! It comes with four infantry or panzergrenadier soldiers in various useful combat poses and the usual selection of weapons and equipment. The new 55 part extra sprue from the "Tank Riders" set is included so there are plenty of accessories and a total of eight heads for variety with the figures. The second one is probably more useful to some modelers and dioramists, as it comes with all four figures in long winter coats. Two of the figures are wearing balaklava type head warmers, one has a wrapped scarf, and the other has a Soviet-style winter cap with ear flaps pulled down tight. Figure 1 has a winter smock over his long coat, and also he and Figure 3 have what appear to be winter boots. The coat tails are a bit heavy but these can be thinned, and the break points are well chosen to hide any seams. Figure 4 is kneeling behind a supposed barrier, so he is a unique pose. Overall these figures have been good value, and now with the extra sprues of parts they're a real bargain. Thanks to Freddie Leung of DML for the review samples.

Subject: C-130 Hercules story from the war...

There I was at six thousand feet over central Iraq, two hundred eighty knots and we're dropping faster than Paris Hilton's panties. It's a typical September evening in the Persian Gulf -- hotter than a rectal thermometer and I'm sweating like a priest at a Cub Scout meeting. But that's neither here nor there. The night is moonless over Baghdad tonight, and blacker than a Steven King novel. But its 2003, folks, and I'm sporting the latest in night-combat technology. Namely, hand-me-down night vision goggles (NVGs) thrown out by the fighter boys. Additionally, my 1962 Lockheed C-130E Hercules is equipped with an obsolete, yet, semi-effective missile warning system (MWS). The MWS conveniently makes a nice soothing tone in your headset just before the missile explodes into your airplane. Who says you can't polish a turd? At any rate, the NVGs are illuminating Baghdad International Airport like the Las Vegas Strip

during a Mike Tyson fight. These NVGs are the cat's ass. But I've digressed. The preferred method of approach tonight is the random shallow. This tactical maneuver allows the pilot to ingress the landing zone in an unpredictable manner, thus exploiting the supposedly secured perimeter of the airfield in an attempt to avoid enemy surface-to-air-missiles and small arms fire. Personally, I wouldn't bet my pink ass on that theory but the approach is fun as hell and that's the real reason we fly it. We get a visual on the runway at three miles out, drop down to one thousand feet above the ground, still maintaining two hundred eighty knots. Now the fun starts. It's pilot appreciation time as I descend the mighty Herk to six hundred feet and smoothly, yet very deliberately, yank into a sixty-degree left bank, turning the aircraft ninety degrees offset from runway heading. As soon as we roll out of the turn, I reverse turn to the right a full two hundred seventy degrees in order to roll out aligned with the runway. Some aeronautical genius coined this maneuver the "Ninety/Two-Seventy." Chopping the power during the turn, I pull back on the yoke just to the point my nether regions start to sag, bleeding off energy in order to configure the pig for landing. "Flaps Fifty!, Landing Gear Down!, Before Landing Checklist!" I look over at the copilot and he's shaking like a cat shitting on a sheet of ice. Looking further back at the navigator, and even through the NVGs, I can clearly see the wet spot spreading around his crotch. Finally, I glance at my steely-eyed flight engineer. His eyebrows rise in unison as a grin forms on his face. I can tell he's thinking the same thing I am. "Where do we find such fine young men?" "Flaps One Hundred!" I bark at the shaking cat. Now it's all aim point and airspeed. Aviation 101, with the exception there's no lights, I'm on NVGs, it's Baghdad, and now tracers are starting to crisscross the black sky. Naturally, and not at all surprisingly, I grease the Goodyear's on brick-one of runway 33 left, bring the throttles to ground idle and then force the props to full reverse pitch. Tonight, the sound of freedom is my four Hamilton Standard propellers chewing through the thick, putrid, Baghdad air. The huge, one hundred thirty thousand pound, lumbering whisper pig comes to a lurching stop in less than two thousand feet. Let's see a Viper do that! We exit the runway to a welcoming committee of government issued Army grunts. It's time to download their beans and bullets and letters from their sweethearts, look for war booty, and of course, urinate on Saddam's home. Walking down the crew entry steps with my lowest-bidder, Beretta 92F, 9 millimeter strapped smartly to my side, I look around and thank God, not Allah, I'm an American and I'm on the winning team. Then I thank God I'm not in the Army. Knowing once again I've cheated death, I ask myself, "What in the hell am I doing in this mess?" Is it Duty, Honor, and Country? You bet your ass. Or could it possibly be for the glory, the swag, and not to mention, chicks dig the Air Medal. There's probably some truth there too. But now is not the time to derive the complexities of the superior, cerebral properties of the human portion of the aviator-man-machine model. It is however, time to get out of this hell hole. "Hey copilot, clean yourself up! And how's 'bout the 'Before Starting Engines Checklist." God, I love this job!

FROM the 2004 IPMS/USA NATIONAL CONVENTION Chairman:

It is now less than 100 days to the 2004 National Convention in Phoenix. You had better get that model finished! Those of you working on the Trumpeter aircraft and ships will find plenty of table space for these large kits. We have finalized the schedule of seminars and will post this in the next week. There are 49 hours of seminars scheduled. There should be something of interest to everyone. I've been working on a 1/48 Hasegawa Mustang and a Revell 2004 Z06 Corvette. Hint: these choices may have something to do with the Convention decal sheet. The Mustang sure goes together easily and the Corvette is also nice. TwoBobs has done an outstanding job on our decals.

The hotel still has rooms and all of the tours still have space available. The \$89 room rate can be booked until July 3rd. After that, the Hyatt may charge the regular summer rate, so don't procrastinate too long! Please get the word out to your Chapter members who do not participate in the Discussion Forum.

Dick Christ

Review - DML T-34 Model 1941 (Welded Turret)

By Cookie Sewell

Kit Review: DML 1/35 Scale '39-'45 Series Kit No. 6205; T-34/76 Model 1941;

440 parts (395 in grey styrene, 41 etched brass, 2 clear styrene, 2 steel twist cables); price estimated at

\$34-40.

Advantages: Amazing kit with product improvements over last year's Model 1940; wide variety of markings included; will need little in the way of anything else to complete an outstanding model right from the box.

Disadvantages: some markings are not correct for this particular model of T-34.

Rating: Highly Recommended.

Recommendation: for all T-34 and Soviet Armor fans.

#### FIRST LOOK:

I am always somewhat frustrated when I do an honest job of writing a useful review for not only my fellow modelers, but also for the company producing the kit in the hopes that they take stock of useful recommendations and fix the problems in their kits. Twenty-five years of doing this for Tamiya has shown remarkably deaf ears, which does seem to at least show me where I really stand in the context of the universe! But on occasion others do listen, and this new kit from DML is a great example of that having taken place. I fully realize that I am not the only one making suggestions or noting problems with kits; but it is nice when the comments I make are the ones that seem to have been acted upon and the corrections made. One of my favorite kits in recent years was last year's introduction of a brand-new T-34 Model 1940 kit from Dragon Models Limited in Hong Kong. Sharp, precise, accurate and of a version not previously marketed as a ground-up kit (Maquette offered a "Semi-Conversion" using the majority of their T-34-85 "Rudy" kit) it was a tremendous effort and nearly spot-on accurate. But it did suffer from the problem of having a solid radiator exhaust grille at the rear of the hull, which somewhat spoiled a near-perfect kit. DML has now followed it with a kit of an early model T-34 Model 1941 (the /76 business was never used by the Russians, but a Western convention after the T-34-85 was introduced). Note that this, as it is based on the Model 1940, comes with the "welded" turret. This kit does offer the modeler several choices to fix that problem and some others, which is a very good thing to see in this day and age, and DML must be complimented for adjusting their molds to fit. For a basic description of the kit – having covered the actual vehicle in some detail in a three-part article for "Military Modelling" (UK) in 2003 (issues Vol. 33 #2, 3 and 4) – it retains a number of common parts from the DML T-34 series kits. The lower hull and sprues A, E, I, M and N from the T-34-85 kits are retained, as are sprues B, C, D, F, J and L from the Model 40 kit. Sprue G has been changed to offer a choice between either a solid rear radiator exhaust grille or an open one. Sprues H and K are unique to this kit, as is a 41-part set of etched brass. This permits the modeler to either use the kit's plastic one-piece fuel tanks mounts (F14) or make new ones from four sections of etched brass (eight are required, so you are in for some fiddly bending if you use them.) The new radiator exhaust grille (parts G25 and insert MA1) is of the early open type and lacks the stiffener bars that were quickly added. DML provides them as separate parts (MA7). Also included is a cardboard photo of the engine bay directly below the grille area. Missing are the two full-width louvers for the opening (reproduced on the photo) but as the mesh is fine and the photo is close enough (the original parts WERE black and white when new) it should be fine as is. There are a few minor things to watch for. On the lower hull, a purist would want to remove the rectangular guards in front of the suspension arm mounting holes and also the forward of the two jounce stops (the L-shape "thingy" at the front of the sides of the hull that keeps the arms from going too far up and snapping off). The rest is pretty straightforward, and if you have built any of the other DML T-34s then you should have no problems with this one. A good suggestion (which Steve Zaloga reminded me of while discussing the Model 1940 kit) is to leave the front idler adjustment arm (parts A6) loose (mount the wheels to the arm though) in order to get the tracks to fit correctly. T-34 track links are paired, and if you cement them in place you may not get the links to fit. The alternative is taking a "B" (without a guide tooth) link and cutting it down as a "cheater" to hide the fact that the links did not come out even. The trick to this is use a flexible cement with long drying time when building up the tracks. Do the bottom runs first (about 20-21 links), then a small section to reach the drive wheels (about 5, but one end has to mesh with the lower run!). Cement the lower run to the drive wheels, and then the rear section and a "wrap" for the drivers (only attach the drivers when you do this, leaving them loose so you can turn them to fit the tracks.) Next is the upper run (About 32 links) but do not attach it yet; follow with the lower front set (About 5 more). Cement the upper run to the "wrap" around the driver and to the three middle road wheels. Attach the links to "wrap" the idler

around the front until the upper run and "wrap" meet with the correct link (e.g. an "A" to a "B"). Turn the idler to get them to fit if this does not work out on the first try; when done; cement them together with a high-speed cement like Tenax 7R or Microweld. Note that the tracks have to be unpainted where you are going to attach them, and that includes the road wheels. (I always paint the hull behind the wheels and the rear face of the rear road wheels, and then attach them to the hull. Next I paint the inside of the drivers and idlers, assemble them, and then fit the tracks to the drivers, idlers, and inside row of road wheels. The rest are painted and installed with ACC cement AFTER the model is painted.) The model comes with two finishing options: a T-34 Model 1941 from the 1<sup>st</sup> Guards Tank Brigade of General Katukov, Moscow area 1942, in the famous "road ruts" white over green scheme, and one from the 130th Tank Brigade, 21st Tank Corps, Southern Front in April 1942. Decals are included for the "Road Rut" scheme (close-hatched white lines on green were to simulate ruts in the road to aerial reconnaissance). Also included are markings for another 11 T-34 tanks, but most of them were either not Model 1941s or were from other periods of the war. At least one of them was a "cast" turret Model 1941, so using them with the "welded" turret model would be incorrect. (Tamiya's "Model 1942" is a late-production cast turret Model 1941 to show what I mean.) Overall this is an even better kit than the first one, and DML should be praised for the very kind (for modelers!) change to the molds to allow modelers the option to either build it easy or with more skill, depending on their choice. Thanks to Freddie Leung for the review sample.

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Page created June 8, 2004

# Quad-City Scale Modeler Society's July 2004 Newsletter

## Meeting Minutes:

Not a bad showing for a summer meeting. We discussed a club logo. Earl volunteered to work something up for the next meeting. The treasurer's balance is \$2,362. Enough to mail the newsletter this month, at least. Randy brought in a really nice certificate of appreciation from the Baghdad Hobby club for the donations we sent. We had a nice show and tell with Michael Vinson bringing in an MPC AT-55 walker in futuristic US Army markings. He is working on developing some unique markings to finish it off. He also brought in a built up "Flame Out Freddie", one of the old "Weird Oh's" series of our misguided youth. It looked pretty interesting. He built it as a fun project and is still finishing it up. Ronbo shared a unique cure for AMS at the meeting; "Build it, paint it and sell it on Ebay". Earl continued his display of "Dragsters 'R Us" with his dragsters that he had at our last meeting. These are all made from old 1960's dragsters kits and Revell parts packs. He's also using modern materials like Plastruct and decent putty that weren't available back then to trick them up. Earl found a book at Barnes and Noble on dragsters that he's been using for inspiration. All of his wheels are built from plastic as all of the old vinyl ones melted down years ago. Earl said that the old Revell kits really didn't have good fit, and there was lots of clean up required. He really has done some amazing things with these old kits. We discussed a service project that Earl recommended. He will be attending the reunion of his Dad's fighter squadron in Texas. We will build some P-38's for the reunion. Earl says that the guys love them. The scale will be 1/72 so he can get them down to Texas in his car. The squadron flew G's, J's and L's. The unit served in the Mediterranean theater. The reunion is September of 2004, so we don't have that much time. The buzz numbers were in the #61-90 range. The J's they flew were in camo, so there are options if natural metal is not your forte. Earl will bring in some marking info at the next meeting.

## Regional Notes:

Randy checked on the prices of shirts for the Regional. The shirts would be grey, and would run about \$12 each with out pockets. The 7x9 plaques will run \$14.00 each and the acrylic trophies will run \$2.20 each due to the volume discount. We will be starting our advertising this monthly sending info to the Journal, Fine Scale, etc. We did get the dates corrected in the IPMS web site listing.

### **The Dates:**

*July 10: Chapter meeting*

*August 4 thru 7 2004: IPMS National Convention. Phoenix, AZ*

*August 14: Chapter meeting*

**April 29 - 30, 2005,**

**REGION 5 CONVENTION,**

**Hosted by IPMS/Quad Cities.**

**Holiday Inn Convention Center, Davenport, IA.**

**Contact: Glen Broman, [grbroman@aol.com](mailto:grbroman@aol.com)**

*Today's Chinese Lesson:*

*Zhengdefou is Chinese for Lindberg.*

## MVR Update

Mel closed his doors at the old location on 26 June. He has a new place on Kimberly & Spring and will reopen later this summer.

## **Jack's Corner**

Hello Gang,

The move into the new ranch went off without a hitch except that during this past rash of T-Storms I fried my hard drive. However, God bless RENTWAY (and a Tower) .....I'm back up until "Baby" comes home. Not much going on except that the National Convention is coming up fast. Good luck to all going. A SPECIAL good luck to the KC crew going for the 06 Convention Bid! Get your pictures ready for the July GALLERY on the website!!! Region 5 is always represented well!!! Talk to you soon and God Bless!!!

Jack Bruno

IPMS/25313

Region 5 Coordinator

2003 Region Coordinator of the Year

## **Review -- DML 1/72 M3A2 ODS Bradley**

By Cookie Sewell

Kit Review: DML 1-72 Armor Series Kit No. 7229; M3A2 ODS Bradley; 156 parts (126 in grey styrene, 22 in black vinyl, 7 in grey vinyl, 1 steel screw); price \$8.95

Advantages: nicely done kit of current vehicle, lots of options.

Disadvantages: only provided with USAREUR paint and marking scheme.

Rating: Highly Recommended.

Recommendation: for OIF and other modern armor fans.

There has been so much minor modification made to US vehicles in recent years that is now getting hard to keep up with them. In the "old days" it was simple: a "T" prefix meant test or evaluation models of items; "M" meant it was militarily standardized; an "A" suffix indicated a major revision or variation of the original item; and "B" indicated a sub-variation. Ergo, an M32A1B3 meant: standardized vehicle number 32 (M32), first major revision (A1), third sub-variant (B3). What it translated to was a tank retriever built on an early M4A3 chassis that had been retrofitted with the HVSS suspension and some other improvements. Nothing is as easy in this day and age, and we have a plethora of changes to designations that confuse even experts or service personnel. Note that in the last 24 years we have had the following: XM-1, M-1, IP M1, M1E1, M1A1, M1A1HA, M1A2, M1A2 SEP, and another M1A1 variant with a new electronics fit. The Bradley infantry fighting vehicles/cavalry fighting vehicles have been no different. They went from XM-2 (IFV) and XM-3 (CFV) to M2 and M3, M2A1 and M3A1, M2A2 and M3A2, M2A2 ODS and M3A2 ODS, and now M2A3 OIF and M3A3 OIF. This kit represents the penultimate M3 variant, and yes, as I found out, the ODS does mean "Operation Desert Storm." That variant incorporated the lessons learned from the first trip to Iraq in 1991, and was the one used this time as well. (The OIF – Operation Iraqi Freedom – machines incorporate what we learned in 2003.) This kit comes with a box literally filled with parts. In this scale, it does provide a great deal of options: all wheels roll, the rear ramp operates, and the gun can be made to move up or down. The latter comes at a price, as it requires using a vinyl aerial gunsight connector arm and other sight arm (parts D2 and D4) made out of black vinyl, but the directions do not indicate if this is "glueable" vinyl as in the Tamiya kits or not. The hatches and missile launcher box are poseable but only if glued in place. The kit also comes with a set of vinyl "kit" for stowage in the bustle rack and side bins for that "lived in" look. Thermal identification panels are also provided. Only one marking option is given – 1-4 Cavalry, 1st Infantry Division, Germany 2001. This is in the NATO "tri-color" scheme with German highway warning markers, so you will have to dig around for other markings if you want to do an OIF ODS Bradley up! Overall, it is a nice kit and a change from WWII items. Thanks to Freddie Leung for the review sample.

## **National Champion Mike Follmer's Water Craft Racer**

Manufacturer: Revell, Kit #: 85-5030, Scale: 1/25

Review by Chuck Herrmann. Courtesy GTR Modelers

Just as we start to see the first snowfall of the winter season here in the greater Chicagoland area, here is a reminder of

warmer seasons, a 1/25 scale kit of a Jet Ski racer. I found this kit on the sale shelf, and thought it might make a nice accessory, towed behind an SUV or pickup. This is a kit of a Yamaha jet ski, along with a trailer and driver figure. The actual subject is the racing watercraft of multiple champion Mike Follmer. Racing fans should recognize the Follmer family name. Mike's uncle was the legendary American driver George Follmer, Can-Am and Trans Am champion as well as Indy 500 and Grand Prix racer from the late 1960s and throughout the 1970s. Like his uncle, Mike started out as a car racer, winning SCCA amateur championships and ultimately raising as high as the Super Vee series as a professional racer. But his true niche was on the waves. He has been winning PWC (Personal Water Craft) races and IJSBA (International Jet Sports Boating Association) titles since the early 1980s). This package has 34 pieces, mostly molded in white styrene plastic. Included is the jet ski along with a trailer and racing decals. There is also a pre-painted resin driver figure and a pre-painted resin base for displaying the boat in action. The boat itself is a ten piece assembly, mostly the top deck and the bottom hull (excuse me if my nautical terms are little shaky). Assembly is similar to a motorcycle, with handlebars and seat. The trailer has more pieces, 17 in all including the wheels, tires and axles. The storage locker and winch are extra details. The wheels and tires mount to simple leaf springs. One major gripe are the tires, they are not vinyl but white styrene with molded on Goodyear sidewall lettering. And the inside sidewall is missing totally, for a very unfinished look. I would much prefer rubber or vinyl pieces, and I will be searching the parts stockpile for something that will fit. And the wheels would have looked better with chrome plating, although I know many boat trailers have the plain painted wheels. Also a hitch to attach to the tow vehicle would have been nice, but none is included. The base is oval shaped, about six inches across, molded to represent waves and painted blue green with clear top coat and whitecaps to depict waves. The driver figure is one piece, with a life vest and racing helmet. Surprisingly, there are no mold lines, as usually seen in such pre-painted figures. And the paint is all flat, except for the helmet. This is probably the best example of a pre-painted figure that I have seen in a mass produced kit. The decal sheet has racing numbers and graphics for the boat. Also there are helmet markings. This is a new mold so the pieces all look pretty crisp with minimal flash. Everything comes bagged separately, and the driver figure is well protected by cardboard and bubble wrap. The base is also bubble wrapped. Since I have never actually used a real jet ski, I cannot say how accurate this kit is. Nor do I know much about this type of racing. And since I have not put it together I cannot comment on fit. But this is a nice quality kit that looks accurate to me, other than the lousy tires.

## **Modeling World War I on the Ground, Part II.**

By Bob Horton, IPMS Quad Cities

Our first time thru we mentioned very briefly a few of the vehicle model kits available from years past. We mentioned that in the early 1970's several major manufacturers were producing 1/32nd scale vehicle model kits that had particular interest to the military modeler. This time I thought I would dwell a bit on military conversion of one of these kits, the Dennis Fire Engine, and in a later article, the London, Old Bill Bus. I have found that with almost all of these 1970's vehicle kits, be they auto or truck, you almost end up having to build an example of each to find out where the weaknesses are in construction or appearance. Ultimately more in depth corrections can be applied a second time around. At this point I must add one more disclaimer...it is a big pet peeve of mine. This entails reading an article that critiques or describes a kit "build" process where all of the steps in question are described only by the kit part number...i.e., "part number 34C was too short and couldn't join 18A to 44J causing the complete assembly of "17b" and "c" to not mount correctly." Now doesn't that tell you everything you really needed to know? So from here on out, I will try to describe the parts mentioned to the best of my ability. Now back to specifics the Airfix "truck" kit we will tackle this time around, the Dennis Fire Engine kit. There is a great potential here for conversion into a variety of examples of truck chassis used in the wartime period. Upon opening the kit you are going to be met with a fairly large grouping of fire engine red sprues...surprise...it's a fire engine. You need to examine the instructions and the sprues fairly closely and set aside several particular sprues. These contain the parts that are used to build up the trailing two wheeled ladder cart and are not used in this "militarized" version. They just get in the way when you search thru the remaining sprues. You can begin construction and follow the directions for the first few steps right out of the box. The first place that we need to veer away for the printed instruction material is where the gear box and water pump assemblies are installed inside the truck chassis frame. Since this is not going to end up as a fire truck we need not install the fire pump transmission shaft and the fire

pump housing. Under the chassis frame we will need to add an extended length to the drive shaft from the engine transmission back to the rear differential case to take up this additional space. The next major change in the kitted parts is in the surgery that must be performed on the large box that is the fire truck body. We will assemble the box as shown but after it has set up and dried completely, we then need to make a saw cut up the sides and across the back right behind the seat frame back and fabricate and install a seat back enclosing panel. Essentially we now have the engine/hood assembly mounted on the frame of the chassis, along with the dashboard and the floorboards and a seat unit. At this point we now should have the engine/hood assembly mounted on the frame of the chassis, along with the dashboard and floorboards and the seat unit. Due to the original design requiring that the pump transmission must extend above the floor board area, there is a small hole in the floor to fill as well as one in the front face of the seat box. At this point we can also add the suspension springs and axles. I would suggest leaving the remaining delicate detail parts such as the headlights, the fenders and operating levers off until the work around the remaining chassis modifications is completed. At this point we need to consider what type of cargo area we are going to use on this chassis. As mentioned earlier, there is an opportunity to make this into the AA gun carrier or to build it up into some interesting variations of cargo carrying trucks. The first operation is to choose the rear bed area and install 3 cross bearer bolsters on top of the frame. These will be the width of the final bed area approximately 58 mm long and made from 2mm x 5mm plastic strip stock. These bolsters were cut in such a manner that at a point just outside the frame sides, they sweep up to end in a 2 mm square end. Also the center area of the bolster sweeps up inside the frames to be about 2 mm deep with the sweep up taking out the lower portion of the bolster. There are three bolsters mounted to the frame, one just behind the cab at the front of the bed area, one in the center of the frame and one at the rear cross member of the frame. It is rather easy to begin to lay on rows of floor planks of plastic strips. I have used strip stock that is in the range of scale 2"x 6" stock. I first take the complete length of plastic strip stock and lay on a hard surface. I then draw a Zona saw blade placed crosswise of the strip and scrape it repeatedly down the length of the strip. You need to be rather gentle and careful and pull the saw away from you as the plastic can be buckled badly if you pull the saw toward you. It leaves a really nice, wiggly surface that resembles a worn plank's surfaces. It really becomes apparent after the first coats of paint are applied and some dry brush weathering is done. I do end up using a sandpaper file board to slightly take the roughened surface off of the strip stock so that it is not overstated. I then cut off proper "plank" length pieces from the strips and glue them down to the bolsters. This forms the bed of the truck. I also use these "distressed" pieces to form the ends and sides of the bed and the rear tail gate. If you are doing the AA version, you would need to alter this process as the AA version has drop down side boards that form additional walk areas for the gun crew's access to rotate and traverse the gun. Depending on the design of the final version it may be necessary to lengthen the rear end of the frame of the truck. In addition, in the AA version, it will be necessary to add four points under the chassis in the rear portion of the truck. These locations accommodate four box beams that carry the sliding extension beams which in turn have the attached jack screws bolted into them. These jacks are run down to the ground to steady the gun when traversing or firing the gun. Of course there is a need to fabricate a suitable AA gun to mount on a pedestal in the middle of the rear bed. Also there are two ammunition ready boxes that lay across the front of the bed and have fold down doors that permit the crew to access the rounds of ammo to feed the loaders. It is interesting that in the photos I have seen of the Dennis Truck, there are two versions of the cab roof top. On one, that is the cargo truck version; there is a rounded hard top curved roof section with open sides that can be enclosed by canvas curtains. On the AA version the complete top is a convertible roof supported by fold down bows. This allowed the crew to completely fold the roof down to clear the way for the gun to swing and fire over the cab area. In the AA version truck body, at least. We have managed to run by some of the important aspects of building this example without being able to supply some of the fine details. But a good deal of the work here is almost up to the choice and ingenuity of the builder and his need to do research to apply final choices. Getting into the final stages of finishing the details we can now add the headlights, fenders and those other parts that would be very likely to suffer from handling in the earlier stages. One other small detail that can be added is the towing hooks that were usually found on almost all of these heavier vehicles. The swiveling pintle hook certainly can be seen on the center of the rear frame of the truck and in most cases there are two towing eyes attached at the front corners of the frame next to the radiator. When looking at the few pictures available concerning the vehicles used by the British army, the color schemes are really difficult to pick out. In lieu of any really good information, I felt that applying a rather light -dull khaki color would come about as close as anything might. We then

can tackle the question of markings. I found that most vehicles seemed to carry a large block letter "W" and "D" approximately 6" high about in the middle of the sides of the cargo bed. In between the letters there is an upright arrow the same height. Along the lower edge of the sides and the tail gate in back there is usually a sentence printed in smaller 3" block letters, "LOAD NOT TO EXCEED 3 TONS." Also there is usually a small Regimental or Divisional insignia applied to the sides. We have been able to run by some of the most important aspects of building this example without being able to supply each and every detail. A good deal of the work here is almost up to the choice and ingenuity of the builder and his ability to do good research on his subject. There is getting to be an increasingly large amount of good reference material concerning the various aspects of the WWI period both in technical subjects and unit histories. Summation: The Airfix Dennis Fire Engine kit is probably one of the potentially best WWI era vehicle kits yet available. Although it has been long out of production it appears regularly on e-bay on the internet. I tend to watch the automobile section of the website and both Airfix and Pyro models appear quite frequently and usually are quite reasonably priced. Both series of kits with very few exceptions are highly recommended.

## **Viva La France**

From Loren Pike

The elderly American gentleman arrived in Paris by plane. At French Customs, he fumbled for his passport. "You 'ave been to France before, monsieur?" the customs officer asked sarcastically. The old gent admitted that he had been to France previously. "Zen, you should know enough to 'ave your passport ready for inspection." The American said, "The last time I was here, I didn't have to show it." "Impossible. You Americans always 'ave to show your passports on arrival in France!" The American senior gave the Frenchman a long hard look. Then he quietly explained. "Well, when I came ashore at Omaha Beach on D-Day in 1944, I couldn't find any Frenchmen to show it to!"

## **Review - DML 1/72 AAV-7A1 Somalia 1993**

By Cookie Sewell

Kit Review: Dragon Models Limited 1/72 Armor Series Kit No. 7221; AAV-7A1 USMC Mogadishu 1993; 98 parts (75 in grey styrene, 18 in black vinyl, 3 steel screws, 2 diecast metal hull sections); price about \$8.95.

Advantages: first mass-market kit of this vehicle in this scale; includes optional parts.

Disadvantages: diecast hull will make assembly more difficult; interior is barren.

Rating: Recommended.

Recommendation: For all AMTRAC and USMC fans, as well as fans of modern armor.

### **F I R S T L O O K :**

While the new and improved USMC amphibious armored personnel carrier that went into service in 1972 as the LVTP-7, started off their career slowly, from their US combat debut in 1985 (Grenada) to the present they have been heavily involved in nearly every US major operation involving the Marine Corps. Redesignated as the AAV-7 family, they have remained in constant service for over 30 years now and are still providing good service. Designed around a more seaworthy hull than their predecessor, the LVTP-5 series, they were also powered by diesel engines and shared some parts and component with the US Army's M2 Bradley fighting vehicle family. This rendered them more cost efficient and easier to modify/upgrade as new components were developed. While an original A1 version saw a few items change – mostly involving some work to the bow of the vehicle and changes to placement of the headlights as external indicators, the vehicles have undergone constant upgrades. The most significant were done right before Operation Desert Storm in 1990, when the vehicles received the ability to mount supplemental armor protection and also an upgraded firepower suite via the "UWS" or upgraded weapons station. This combined a 40mm grenade launcher and a .50 caliber machine gun in one turret. While the LVTP-7/AAV-7 has been well served in HO scale by Trident and in 1/35 by both Tamiya and Academy, this is the first kit of this vehicle in 1/72 scale. DML has done a nice job of turning out this big beast (think self-propelled garage and you have a rough idea of the size and bulk of the vehicle) as part of their continuing 1/72 series. The hull is provided as two sections of diecast metal held together with screws. This makes any modification or correction the modeler desires a bit difficult, as it is much harder to clean parts made of metal than styrene or attach the plastic components to it. DML has come up with a partial solution in that some of the supplemental hull parts are made of styrene

(such as the sides with the road wheel arms and the bow section below the headlights). This serves two main functions: one, it is now far easier to cement the parts on using standard model cements vice ACC or epoxy, and two, it prevents damage to the fragile road wheel arms that would come of their being cast in metal due to their location. The kit does provide a number of options. While the kit comes with directions to install the UWS, the parts for the commander's hatch for the earlier version with a .50 caliber cupola are included. (Note that neither supplemental armor nor their prominent hulls mounting brackets are part of this kit.) The wave-breaker can be installed either closed (part A3) or deployed (A4), as can the water jet drives (A21/22 open, A23/24 closed). The rear ramp operates, but the top hatches have to be cemented in position either open or closed. Room has been left for installing an interior but none is provided. (Note: the screw mounts are more or less discreetly situated on the sides of the hull and in the bow, but the directions do not tell the modeler how to install them or when; since two of them are right above the running gear, I suspect it means leaving the wheels off until you have screwed the hull together. They are held on by vinyl bearings a la Tamiya, so it should not be a big deal.) Tracks are black vinyl and seem pretty well done. Surprisingly, even with the amount of shared parts none seems to be from the M2/M3 series kits. Markings are provided for two vehicles in Somalia during Operation Restore Hope in 1993; one left in Desert Storm sand and wedge markings, and one in the NATO tri-color scheme. Overall this should be a nice adjunct to the USMC Abrams, and with some work a version from OIF with applique armor could be produced. A more industrious soul could also fashion an interior in it, making it a gem. Thanks to Freddie Leung of DML for the review sample.

### **Book Review "Kaisers Aces" by Kagero**

Reviewed by Volker Haeusler, courtesy WWI Modeling List

I found the Kagero book "Kaiser's Aces", which I bought without even looking into it (as all the Kagero books I got so far are really good, and the other books had received some favorable criticisms). Well, I should have looked first, because I basically wasted 19 Euro in buying the book. It is without doubt one of the worst books I bought in the last time, combining plagiarism (as in the Osprey AH Aces volume) with lots of inaccuracies. To be more precise:

#### **The photos**

seem to come nearly exclusively from the former Heinz Nowarra collection. I'm quite sure about this, as I used to live quite close to Heinz Nowarra in the late 80ies, and visited him numerous times. Around 90 % of the photos have also been published in the different "In Action" profiles on the Fokker D VII, Dr I, Eindeckers and the Albatross Fighters. Actually, I found not a single new or rare photo in this book. Many of the descriptions are plainly wrong - as an example, the famous Dr I lineup of JaGe II's Jasta 19 (the "Tigerstaffel" with its black/yellow tails) is described as a "Jagdgeschwader I lineup in Avesnes le Sec" - the original photo actually was taken in Balatre, and the wrong identification was used in a number of Nowarra publications, including "Dr I in Action" (even though he more specifically, but similarly wrong claimed the aircraft to belong to Jasta 11). That is just one of a lot of these mistakes. Again: Only well known photos, many with wrong captions

#### **- The color views**

Maybe the worst part of the book: Copied straight from the "in Action" volumes and the color pages published in the modeling columns of "Air Enthusiast" - and copied with all the mistakes in there, with a few added (to make it clear: All profiles are done new, but based on those in the earlier publications - shades of the Osprey AH Aces book again) Examples: Raesch's Jasta 43 Fokker D VII is correctly identified in a photo, but in the (questionable in the selection of the colors) color side view it's described as "Lt. Stark's aircraft of Jasta 35b". Just check the relevant Air Enthusiast for that one...

Equally, a (strangely colored) Albatross D II (with the crossed red swords) is identified as Student's aircraft - Alex Imrie has long identified this aircraft as belonging to Karl Koehler (Student's aircraft carried a black/white checkerboard marking). ALL Fokker D VII's are shown with the same engine panels - plainly wrong and unusable as a reference for most of the aircraft chosen. Tutschek's Jasta 12 Albatros D V is shown as RED and white, where there is enough clear evidence that it was BLACK and white (and at the time of the famous photos actually flown by Victor Schobinger...). Again, only a few examples - maybe the only unusual and correct side view is the one of Weiss' Jasta 11 triplane. - The

text I did not really read that just checked the last two pages. Oh well: While Franz Buechner was really killed (in the crash) when his aircraft was shot down by communists on March 18, 1920, he was NOT "pulled out of the aircraft and brutally murdered" by those guys - the brutal murder actually happened to his former boss (Berthold) 3 days earlier. And when the author claims on the next page that Josef Veltjens "died a natural death on October 6, 1943", he obviously considers being killed in an aircraft crash after being shot down by partisans as "a natural death".

**- The decals**

Well, at least Koehler's crossed swords and Hantelmann's skull & crossbones are unusual, but the rest seems rather standard stuff in 72 scale at least (the book includes both 48 and 72 scale decals). the worst is Jacob's triplane, which includes just the pure white crosses for the fuselage, but not for the wings...

And for those few decals Euro 19 seem to be a lot of stuff - but even if you get the book for less, you might also consider it as a waste of money. All in all: Don't waste your money on that book - I have no idea how such a bad publication can happen in a normally quite good series.

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**Page created July 4, 2004**

# Quad-City Scale Modeler's Newsletter

## August 2004

### **The meeting minutes:**

Welcome to the hospital edition of the newsletter. As most of you have heard, I was hauled off to the emergency room in July and after a day and a half of testing, had my gall bladder removed. Trust me on this; there are better ways to get several weeks off work. Thanks to all of you who stopped by the hospital; sent cards, emailed, called or dropped by. It was very much appreciated. I've spent the last week or so vegetating on the sun porch and reading various modeling magazines. I hope to be well enough next week to be able to build something before I go back to work. Thanks to Randy and the rest of the wrecking crew for taking the notes and what not at the last meeting. We also have started newsletter swaps with a few clubs, so expect to see a few new names in future newsletters, along with one from Larry this month. Every little bit helps. Moving on in the same thought as every little bit helps, here's the treasurers report from Comrade Randy. The balance as of July 13 is \$2,286.16 plus \$10 cash from a new member. We have a request from IPMS Will-Cook for a sponsorship for the upcoming show. The cost is \$20 per category. These guys always help us out, so I would like to propose that we sponsor a category or two at the next meeting. And now on to the meeting minutes from Randy: We had 10 of the regulars show up and a new face and paid new member Ray Norris. Ray is a retired school teacher who would like to get back into modeling. Like the rest of us he already has his own collection of stacked and unfinished models. Meeting discussions were as follows: Earl will do some art work for the next meeting for our club T-shirts he thought you had some art work to give him, if you want to contact him you will have to do it by phone his wife also took the computer. People doing P-38's need to have them done for Earl by the Sept. Meeting. Remember they are to be in 1/72<sup>nd</sup> scale and try to be in The 37<sup>th</sup> F.S. colors. Larry and Ron both said they will comply. If anyone else said they were going to comply I didn't hear them but there could have been someone else. Show and tell Ronbo: Sd.KFz 251/1 Ausf D (AfV Club), British Challenger 2 (Tamiya), Porsche 917K 1971 (Fujimi), Cobra 427 s/c (Fujimi), VW Type 825 pickup truck (CMK), CH-46E Bullfrog (Academy), Mil-8mt/mi 17 Hip-H Helicopter (Trumpeter), Japan's Military Defense Force Motorcycle Figures (Tamiya) and a Gepard Flakpanzer 38(t) (Alan). Larry had Gepard Flakpanzer 38(t) (Alan), T-34 (Maquette). Mike had a Chinese spaceship (Trumpeter) Shawn brought in a BF-109z and a BF-109w (A Model). Randy had his started F-105 (Trumpeter) also some metal main landing gear (Scale Aircraft Conversions) and Verlindin cockpit also for the same aircraft. Mike brought in a video that we watched called the B-29 the Birth of the a Bomber. Earl gave a discussion on the 37<sup>th</sup> FS he brought in some of his own art work and copies of war time pictures. He talked about the colors of the sq. And the planes also pointed out how some of the Osprey color plates are wrong with blue instead of red on the front of the planes. Decals for the planes can be had from decal sheet 72-064 Super Scale.

### **The Dates:**

August 4 thru 7 2004: IPMS National Convention. Phoenix, AZ

August 14: Chapter meeting

September 11: Chapter meeting: Road trip to Will-Cook?

September 11: IPMS Will-Cook, The Sow X. Millennium/James Hart School, 18211 Aberdeen Street, Homewood, IL. Contact Ed Mate at [Obviouschoice@juno.com](mailto:Obviouschoice@juno.com) or (815) 478-4432.

October 9: Chapter meeting

November 13: Chapter meeting

December 11: Chapter meeting, Christmas party and gift exchange and annual What If? Contest.

January 8: Chapter meeting

February 12: Chapter meeting

March 12: Chapter meeting

April 9: Chapter meeting

**April 29 - 30, 2005,  
REGION 5 CONVENTION,  
Hosted by IPMS/Quad Cities.  
Holiday Inn Convention Center, Davenport, IA.  
Contact: Glen Broman, grbroman@aol.com**

MVR Update

Mel will reopen his doors at his new location on 6 August at the corner of Spring and Kimberly in Davenport. Check it out.

Kit Review:

By Larry Wright, IPMS Quad Cities \

**Hasegawa 09549 P-47M 1/48.**

When you open the box you see that you get the P-47D 25-40 kit basically, with one new tree which is the F4U with engine crankcase. Which happens to be the right one for the M&N series of Thunderbolt. Yay for Hasegawa for getting that right. Now we come to the cockpit. We guess what, Hasegawa got cheap. It's the same cockpit as the D kits with the corrugated floor. Wrong. The M had a flat steel floor like the N. It's an easy fix if you can find a True Details P-47N cockpit. Decals are for two 56 FG aircraft which stands to reason since the 56th was the only unit to fly the M in combat. The first aircraft is the all black or dark blue P-47 of FL. Withold Lanouski, Nov. 44. The second is the Gray and Dark Green aircraft of Maj. George Bostwick, 63rd FS. All in all it looks like a good kit. I just wish that Hasegawa would have got the floor right.

**A little sumptin'-sumptin' from Jack:**

Hello my little Babooshkas!!!!

Here I am.....sitting on the old orange crate, deep inside the basement of the Love Shack. I have a ton of Ladies Undergarments to put in the Laundry, but just needed to fill you in! The vacation is over and I'm 8 Dayz into a 30 straight stretch. Pop men just get more fizz! All is quiet on the IPMS/USA Front but that will change when I receive the information from the National Convention. Below is the LATEST information that I got on up to date Chapter Contacts. Use them for your Contest Flyer info. BTW, keep your fingers crossed for IPMS/Quad Cities for COY honors!!! Speaking of QC's, I do not have the final category list for the Region 5 Convention as yet. I will pass that news to you when I do. The categories and Special Awards will be \$25 each. I'll be begging you for your support very shortly. IPMS/USA will be sending out recharter info in the next month or so. PLEASE get this returned ASAP. New IPMS/USA Flyers will also be sent reflecting the new membership rates. From this point on, please use my new address for newsletter mailings:

Jack Bruno

P.O.Box 802

Lansing, IL 60438

Phone Number and e-mail are the same.

There are only a few dayz left to submit pictures for the August Gallery. Let's see a big turnout from you folks again!!!

BTW, there have been several new additions/reviews/walk-arounds added. PLEASE check them out!

Talk to you soon.....I got some undies to take care of.....who loves you? Ahhhhhh, you know!

IPMS/USA Rgn 5 Coordinator, JOHN BRUNO, P.O.Box 802, LANSING, IL, 60438

**IPMS/USA Executive Board Meeting Minutes**

**Date:** June 27, 2004 9:00pm

**Venue:** Teleconference

**Present:**

**Dave Morrissette** (President)

**John Noack** (First Vice-President)

**Ron Bell** (Second Vice-President)

**Jim Bates** (Secretary)

**Ed Kinney** (Treasurer)

**Glen Broman** (Director, Foreign Liaison)

**David Von Almen** (Journal Editor)

**Mary Jane Kinney** (Office Manager)

**1. President Dave Morrissette:**

**A. Modeler Achievement Program FAQ**

A good idea -not sure how it will be perceived. Some concern about it being perceived as "elitist." Those that are interested will like it, but it will be lots of hard work. Let Rusty White run with it for one year as a trial and see what happens. Dave will put together a letter and circulate it to E-board, and then Rusty.

**B. Need to tighten up schedule times for Phoenix.**

Dave will put together a schedule of events to attend.

**C. E-mail Updates** are going out to chapters and are appearing in newsletters.

**2. 1st Vice President John Noack:**

**A.** Nothing at this time.

**3. 2nd Vice President Ron Bell:**

**A. Everything on track** for Phoenix and Atlanta

**B. Kansas City** will be back with answers to our questions about their bid in a week or so.

**4. Director of Local Chapters Jack Kennedy:**

**A. Status of Chapter renewals:**

We lost a few, but gained 7. 199 total.

**B. The new Event Registration System** works great

**C. Jack's rule change for Regionals** submitted to the contest committee for consideration.

**D. What constitutes five members** for chaptering purposes?

Must be five IPMS/USA Members

**5. Director of Foreign Liaisons Glen Broman:**

**A. We will be dropping SIGs** that have not responded - Only four active right now. We will wait till Phoenix before dropping any SIGs. There may be a 1/48 scale Armor SIG forming.

**6. Treasurer Ed Kinney:**

**A. May 31 Numbers:**

\$19,998.39 in Checking

\$73,077.25 in Savings

\$13,093.00 in the Convention Account

\$102,572.11 in the Money Market Account

\$3,603.35 in the Make 'N Take Fund

**B.** Feels like a slight increase in membership numbers.

**7. Office Manager M.J. Kinney:**

**A.** Nothing at this time.

**8. Journal Editor David Von Almen:**

**A. 40th Anniversary Journal** almost done and ready for the printer.

Submitted by Jim Bates, Secretary

July 12, 2004

### **DML US Army Tank Crew NW Europe 1944 - 60th Anniversary Edition**

By Cookie Sewell

Kit Review: Dragon Models Limited 1/35 Scale '39-'45 Series Kit No. 6238; U. S. Tank Crew NW Europe 1944 (Special 60th Anniversary of Normandy Campaign); 95 parts in grey styrene; price \$8.95.

Advantages: re-release of one of the best of the DML figure sets with the add-on "Normandy Campaign" additional parts sprue.

Disadvantages: Cost went up for the inclusion of the sprue.

Rating: Highly Recommended.

Recommendation: for all US Armor fans.

DML has been re-releasing some of their older – but still excellent – figure sets in honor of the 60th Anniversary of D-Day, and this set is particularly appreciated. When it came out as kit no. 6054 several years back, it immediately proved to be one of the best of the early sets and one of the most highly prized among US armored force modelers. It had disappeared for some time, but the re-pop of the kit is nice to see around once more. For those who are not familiar with the original kit, it provided three full figures and two half figures (a full crew for most US tanks, such as the M4 Sherman or T26E3 Pershing) in tankers' jackets with a mixture of armored crewmen's helmets, a steel helmet, and a soft cap liner. All are in good poses for tank turrets or in the case of the full figures standing on or next to the model. The kit now includes the 52 part sprue that accompanied other US forces re-released in the same series a few weeks back, and it does provide the modeler with different weapons and equipment as well as four new bare heads and steel helmets. Overall, a really good and useful choice by DML.

#### Kit Review

By Ed Mate, courtesy IPMS Will-Cook newsletter

#### **Modeling Notes for Hasegawa's Kawasaki Ki-100-I Otsu (Tony)**

I remember when Hasegawa first came out with this kit. I passed on it since I had the Otaki Ki-100 and, after all, how many Ki-100's can one have in a collection? When Osprey came out with **Aircraft of the Aces #13** on Japanese Army Air Force Aces, I was smitten by the cover artwork. The Otaki kit was no longer good enough for the model I wanted to make. I searched high and low for the Hasegawa kit, but all I could find was the razorback version. I bought a razorback, traded for another, and purchased another kit blind in hopes that it was the bubbletop. Finally, I found the kit I was looking for at the IPMS Regional in Indy; then I found a second one the same day. I only purchased one; after all, what am I going to do with five Ki-100's in my collection? Hasegawa produced the Ki-100 kits using a lot of parts from their earlier Ki-61 kit. There are plenty of unused extras in the box. Adapting the Ki-61 wing to fit on the Ki-100 fuselage is one of the more interesting aspects of the kit. Hasegawa sure did demonstrate some creative engineering to pull this off. I chose to improve the kit by investing in an Aires resin cockpit and Eduard photo etch. The Eduard set is not a Zoom offering, it is the expensive detail set that includes a full set of flaps. The kit cockpit is OK, but using Eduard details or an Aires replacement is a noticeable improvement. The engine is buried back in the front of the fuselage, but I improved mine with a little wiring and oil wash. Almost the whole engine is silver, so it can use a little improvement and a nice paint job. I've come to dislike the soft plastic bushings that Hasegawa supplies to hold propellers on their kits. It seems that the propeller is always sagging. I decided to try Steve Butt's technique using telescoping tubing. I thinned out the inside of the flaps, where the engine exhaust stubs mount, for a more scale appearance. I added 0.010" plastic behind the gun trough piece to get a better fit. Don't forget to install the guns inside the fuselage because the openings are so big that seeing something in there is expected. At the back of the fuselage, I replaced the molded on rudder linkages with plastic rod passing through oblong holes drilled in the fuselage sides. There's something off in Hasegawa's mold; I needed to sand each fuselage half on a piece of glass to get the mating surfaces flat. This shows up prominently in the rudder – if you don't sand, the seam where the rudder halves join will not close. This problem shows up down the upper fuselage

spine as well. To fit the Aries cockpit, plastic needs to be removed behind the kit instrument panel. There are no illustrations or directions for this in the Aires instructions. I just went to work with the motor tool until it looked right. After installing the resin side panels, the cockpit floor and front were a tight fit. I trimmed away a bit from each side of the cockpit front to get a better fit. Because Hasegawa provides a one-piece canopy, I replaced it with a Squadron vacuform canopy posed in the open position to show off the cockpit. I had an Eduard masking kit, but none of it fit since it is designed for the kit canopy. I used it as a guide for cutting custom masks that fit the vacuform from masking tape. The appeal of the photoetched flaps was too great. I cut the plastic from the wings and filed the undersides of the upper wing parts per the Eduard instructions. I superglued the inside wing detail parts to the upper wings and started adding wing ribs. Because they are not all the same, I removed them one at a time and installed each in the proper location with superglue. By the time I had one wing underside done, the appeal was gone. However, I was now committed and only 25% complete. I persevered and now think the results look good and make the model a little nicer. I further improved the wings with stainless steel tube guns and pitot probe. My choice of markings is right off the cover of the Osprey book. This Ki-100 was used by Major Yohei Hinoki to down a P-51 on July 16, 1945, in a dogfight over Nagoya Bay. Major Hinoki lost a leg earlier in the war and was flying with a wooden leg. The kit contains markings for the Akeno Fighter School, but I chose to use similar markings from an Aeromaster decal sheet. All of the color stripes are carefully masked paint. I made a photocopy of the kit decals so I would have patterns for the wing ID and fuselage stripes. Since the Japanese national insignias are red circles, I found it easier to paint and mask these than to use decals. An interesting marking note is that the fuselage insignias have white outlines, while the wing tops do not. This is shown in the kit marking instructions and verified in Ian Baker's book on JAAF colors and markings. The natural metal bottom is Floquil old silver and various metalizer paints. Another interesting marking detail is that the bottoms of the ailerons and elevators are painted underside pale green – this is also shown in Hasegawa's instructions. The top is custom mixed Floquil paint. Osprey provided a great marking choice for this kit. With all those razorbacks in my collection, I will be hard pressed to find a scheme that is more attractive. I rate the kit a 7 out of 10 on the Mate Meter. It is an interesting subject, has good molding detail, and assembles easily with added details or if built out of the box.

### **Upcoming releases from Special Hobby:**

Okay sportsfans, here's some really neat stuff coming down the road, Special Hobby have announced two 1/72 scale kits for future release; the Consolidated B-32 and the Sikorsky CH-37 Mojave. Start saving now.....

### **Review - Trumpter 1/35 scale ZIL-157K**

By Cookie Sewell

Kit Review: Trumpter 1/35 Scale Kit No. 01003; Soviet ZIL-157K Military Truck; 355 parts (334 in olive drab styrene, 11 in clear styrene, 7 in black vinyl, 1 length of cotton thread, 1 section of wire, 1 section of fine brass chain); retail price \$36.95

Advantages: First kit in this scale of this vehicle; very nicely done with complete engine and interior; scale thickness to parts.

Disadvantages: scale thickness to parts may make some very hard to remove and install.

Rating: Highly Recommended.

Recommendation: for all Soviet, Warsaw Pact, Third World and softskin fans.

### **F I R S T L O O K:**

The Soviets were very embarrassed when the Second World War started and they realized how woeful their automotive industry really was in comparison with the rest of the world. The best trucks they had at the time – the GAZ-AA/AAA and ZiS-5 – were copies of foreign trucks from the early 1930s and not very sophisticated. Most only had brakes on their rear wheels, and the only reason they were in production as they were not technically demanding. When the Soviets became an official ally of the USA, and the famous "Lend-Lease" agreement was signed, they were stunned to see the quality of the vehicles provided to them by the US. The light Willys MB "Jeep" was superior to the clunky converted cars like the GAZ M-1 and the six-wheel trucks – the GMC CCKW, Studebaker US6, and International M-5-6 – all had three driven axles, transfer cases, and brakes on all six wheels. They were also very reliable and rugged. While the Soviet

industry did not produce any really equivalent trucks during the war, once the war was over they took a look at creating their own versions of this class of truck. Using the two most prevalent – the GMC and Studebaker models – they created a synthesized and "Sovietized" version of the trucks at the "Stalin" automotive factory (ZiS) which initially had only two axles as had all previous Soviet medium cargo trucks (ZiS-150). But that was seen as not capable enough, and so a three axle version, the ZiS-151, entered production in April 1948, remaining on the production lines until 1958. (When Stalin fell from favor in the 1950s, the ZiS factory was renamed for I. A. Likhachev – ZIL.) This used a ten-wheel three-axle chassis with a closed steel cab and open cargo body with folding troop seats. It was rated as a 2 ½ ton truck but could be loaded to 4 ½ tons for road travel. It was powered by a 5.5 liter straight six engine producing 95 HP in its original form. Trucks with a winch were dubbed ZiS-151A. As time progressed, and the ZiL-151 was seen as becoming obsolete, a new updated version was created and placed into production in 1958 as the ZiL-157. This used parts and components from the closely related BTR-152 series of armored personnel carriers, based on the ZiS-151 (and of course, that was converted back into a common chassis for both the ZIL-157 and BTR-152!) The main difference was that the ZIL-157 used the large single wheels and tires from the BTR with their adjustable tire pressure feature for better traction in soft ground. Later, in 1961 the truck received a new transmission and was redesignated as the ZIL-157K. Other variants followed: ZIL-157KG, with electronic suppressors for use with communications gear; ZIL-157KYe, with two fuel tanks; ZIL-157KEh, export model for countries with humid climates; ZIL-157KYu, export model for countries with tropical climates; ZIL-157GT, a truck with electronic suppression and fitted out for tropical climates; and ZIL157KV, a tractor for use with semitrailers (like the SA-2 and SCUD B transporters). The trucks used the same engine with an upgrade to 109 HP. The final models produced were the ZIL-157KD with the vehicle later being replaced on the production lines by the more compact and more modern ZIL-131 series. A Chinese knock-off of the ZIL-157, the CA-30, entered production in the mid 1960s. More than any other truck, the ZIL-157V personified the Soviet Union during the heart of the "Cold War" and showed up very frequently on American TV screens in all parts of the world. As such, it was also used in a myriad of body styles from the radio van versions (KUNG in Russian) to mobile cranes and support equipment. For years, NATO ran a book called the "Box Body Vehicle Identification Guide" that showed drawings of every known version of Soviet trucks; more than half of those in the Guide in the 1980s were ZIL-157 variants. Trumpeter released a series of four kits last year based on the ZIL-157 and its Chinese clone, the CA-30 –a cargo variant and an SA-2 transporter of each one. This is the Soviet ZIL-157V cargo variant, and it is an amazing kit when one realizes how many parts have been wedged into the box. The model comes with the open cargo body and a very neatly done three-piece canvas cover (with grommets included so that they can be drilled out for installing tiedowns, a nice touch). The doors and hood sections are positionable as is the tail gate, and a section of chain is also included to use for lowered supports for that platform. The front axle can be made to steer. The directions do not indicate it, but as with most Soviet vehicles (copied from US designs) the front windscreen sections can be opened, but the braces and locks are not included in the kit. Seats are also positionable. Many parts are provided but there is no direction provided as to how to improve, such as an oil cooler on the radiator (part B10) or the air tank system. The model has a very detailed engine, as well as very detailed chassis and driveline. Even the mounting pads for the cargo body (parts G20 and G21) are included as separate parts. (This model properly needs a lot of wiring and lining, and I suggest if you can find a copy of the "Russian Motorbooks" issue on the ZiS/ZIL-151/157 you pick it up if you want to really make this model pop!) The kit comes with a reasonably good if basic decal sheet, but only provides basic Soviet era markings (two number/two number/two letter registration plates) and a pair of Guards badges. This is sort of a shame, as it is a really great kit and as it was used by just about everyone not buying US trucks in the 1960s could really be painted up nicely into a Third World scheme. Overall, this is a great kit that can stand alone or really perk up a diorama.

**In honor of Christopher's upcoming start of classes at Iowa State this fall as a chemistry major, here's a brief primer on the subject:**

**CHEMISTRY 101**

A major research institution has recently announced the discovery of the heaviest element yet known to science. This new element has been tentatively named "Administratium." Administratium has 1 neutron, 12 assistant neutrons, 75 deputy neutrons, and 111 assistant deputy neutrons, giving it an atomic mass of 312. These 312 particles are held together by a

force called morons, which are surrounded by vast quantities of lepton-like particles called peons. Since Administratium has no electrons, it is inert. However, it can be detected as it impedes every reaction with which it comes into contact. A minute amount of Administratium causes one reaction to take over 4 days to complete when it would normally take less than a second. Administratium has a normal half-life of 3 years. It does not decay but instead undergoes a reorganization, in which a portion of the assistant neutrons and deputy neutrons and assistant deputy neutrons exchange places. In fact, Administratium's mass will actually increase over time, since each reorganization causes some morons to become neutrons forming isodopes. This characteristic of moron-promotion leads some scientists to speculate that Administratium is formed whenever morons reach a certain quantity in concentration. This hypothetical quantity is referred to as "Critical Morass." Most morons and all peons recognize Administratium when they see it.

## **DML 1/35 Pzkw. I Ausf. B**

By Cookie Sewell

Kit Review: Dragon Models Limited 1/35 Scale '39-'45 Series Kit No. 6186; Pz.Kpfw. I Ausf. B; 444 parts (414 in grey styrene, 20 etched brass, 7 etched stainless steel, 3 clear styrene); price estimated at \$24-28.

Advantages: very nicely done kit, separate hatches at all openings, several different options permit a dead match for specific vehicles, choice of styrene or etched brass parts.

Disadvantages: very tiny individual track links will not be popular with some modelers.

Rating: Highly Recommended.

Recommendation: for all light armor, early WWII and German armor fans.

### **F I R S T L O O K:**

Too many German armor fans tend to ignore the fact that the Tiger and Panther tanks did not spring from the earth cut from whole cloth; rather, they were the penultimate designs that saw production based on nearly a decade of open research and another decade of covert research that went before them. The tiny Panzerkampfwagen I series, which was never intended to be used in combat, was the progenitor of all those that followed it. The German army was only starting to understand the value of tanks and design useful vehicles when the termination of World War I, and the crushing impositions of the Treaty of Versailles, prevented them from any open research in this area. As a result, the Germans entered into a period of covert research in Sweden and their former enemy, Russia, who as the fledgling USSR was seen as useful for testing projected weapons systems away from prying Western eyes. After developmental and research work throughout the 1920s, after the Nazis came to power in 1933 the first prototype chassis of a new light tank, to be built essentially for proof of concept training of a new tank force –

"Panzerwaffe" – emerged in the form of 150 "Agricultural tractors" produced by a consortium of German companies. The "tractor" had an armored hull and a four-road-wheel per side spring suspension mounted low on the outside of the hull, much of it borrowed from German observations of British Carden-Loyd designs. It was not until 1934 that the "tractors" began to be produced with a small one-man turret mounting two machine guns on top of an armored casemate protecting the driver. The original tanks were first dubbed MG Panzerwagen but were quickly standardized as Panzerkampfwagen I Ausf. A." 1,175 of this model were produced. Later, as service showed up the shortcomings of the little tank, modifications were made. The first main one was adding a fifth road wheel per side to improve cross-country mobility and the ride, as well as a more powerful engine. 397 of these tanks, known as the Pz. Kpfw. I Ausf. B, were built in 1936-37. But while the Germans knew full well these tiny tanks (the Ausf. B only weighed 5.8 short tons and had 13mm armor plate) were not what they had in mind for future combat, they did realize that war is a game of "run what you bring" and the tanks were used in the move into the Sudetenland, the Anschluss in 1938, and the battles of 1939-1940. By the time the Germans went into Russia, only 74 Pz.Kpfw. I tanks of all models were still listed as tanks in service. The hulls were converted to other purposes, such as ammunition carriers, observation vehicles, and self-propelled guns. But all WWII German armor tactics originated with the use of these tiny tanks on exercise. Surprisingly, unlike many early war or transitional armored vehicles (such as the British Light Mark VI series) this mini-tank has been better served. Italeri produced a good kit of it for its time back in the 1970s, and a more recent one has presented the earlier (and more numerous) Ausf. A version. DML has now released a very nice new kit of this old favorite that is state-of-the art, and provides for a large number of "tweaks" and options to build it. The kit contains a total of nine plastic sprues, and since

the upper hull is unto itself (sprue L) it would signify that at least one SP gun or the command variant will follow. The model also includes a set of etched brass (the now standard DML "MA" fret) as well as half of kit number 6029, the early German StuG III crew, with two figures and three heads – two with the "crash helmet" floppy berets and one with sidecap. The etched stainless steel fret is the headset headband component from that kit. Molding is top-notch, and the kit comes with every port or door that can be opened provided as separate parts. Most have some detail, but there are a number of injection pin marks that have to be filled. There are a number of options for the kit as well, and an addendum sheet was included with the review sample for the upper left part of Step 6, as it calls out which parts can be alternated and with what other parts. The model comes with two styles of view ports (riveted or smooth) and two different rear plates – one for the original version and one with the mounts for the smoke candle rack (included). The kit includes 216 single track links, which are not going to be popular with some modelers as they are very, very small – each one is about 3 mm x 7 mm. If you do not have a fine sprue nipper or keyhole type razor saw, getting these off the sprues will be difficult. I recommend the following procedure. Before cutting them off the sprue, cut open the end bars of the sprue to take the tension off the parts. This way, as you trim the parts, they are not compressed upon themselves but instead come free. You wind up with fewer broken and damaged parts this way. Also, they do have a pin-and-notch system for assembly, at least, so assembly should be much easier than you would think once you have them off the sprue. Most of the etched brass parts deal with the rear of the hull and are used with the smoke candles. This isn't so bad, as there are also some options where brass parts can be used to replace styrene ones, which is one of the best ideas that DML has come up with in a long time. The model offers a total of six different marking schemes, but all of the ones provided are only in the Panzergrau paint scheme. The are for: 7th Panzer Division, France 1940; 4th Panzer Division, France 1940; 1st Panzer Division, Poland, 1939; Panzerabteilung zbV 40, Denmark, 1940; 14th Panzer Division, 1941; and 3rd Panzer Division, 1940. None of them are in the recently discovered (by Tom Jentz and Steve Zaloga) multicolored schemes, but these can be found with a bit of research and also some extra markings from companies like Archer Fine Transfers. Overall this is one of the nicest efforts so far from DML, and is at least as nice as their recent early model T-34s. Thanks to Freddie Leung of DML for the review sample.

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# Quad-City Scale Modeler Society

## September 2004

### The meeting minutes:

It was nice to see everyone again at the meeting after spending way too much time in the hospital in July. Thanks again for the cards, emails and visits. It really helped out. Earl will be taking the P-38 models down to the convention, so please have your models to him by the September meeting. If you have a design for the Regional shirts, please get them to Glen or Mike. Mike will put them on our web page so we can vote on them. We will be having a split meeting next month. Some will be attending the meeting and some will be road tripping to Will-Cook's show. I'll be taking up some flyers for the regional and trying to sell some tables. Category sponsorships are starting to pick up, which is a good thing. We had some neat show and tell projects. Shawn brought in some blown up 1/6 scale Jagdpanther plans from Digital Graphics that he's using for a GI Joe project. Digital Graphics is a local company that blew his 1/35 scale plans up 584% and printed them. The cost was \$16, very reasonable when you look at the product and consider that paid for four views on four separate sheets. Fine Scale Modeler magazine published a chart in February 92 that gave a formula for blowing up or reducing plans. You can use the formula if you want to have them do some plans for your next project. Bob brought in some WWI Scratchbuilt projects that looked really good. He brought in two 3 ton trucks, an FWD and a Nash Quad. His 4 ton crane was really something. He also brought in some artillery pieces, a British 60 pounder, a German 210mm M1873 howitzer and a German 150mm gun. Ronbo brought in some new kits from Dragon. Mike brought in some new Ace 1/72 armor kits. A t72M1 and an Israeli T-67. Cheeky bugger. We took a chapter picture with the trophy for IPMS Chapter of the Year that Mike and Ronbo accepted at the National. They both wore their club shirts, but they managed to scare Jack Kennedy, the Director of Local Chapters anyway. The pictures will go up on the website. Wear your club shirts for the December meeting and we will take another chapter picture with the Regional award and the national award. We also covered progress on the Regional. That was about it, see you next time around.

### The Dates:

September 11: Chapter meeting and road trip to Will-Cook

September 11:  
IPMS Will-Cook, The Sow X.  
Millennium/James Hart School,  
18211 Aberdeen Street,  
Homewood, IL.

Contact Ed Mate at [Obviouschoice@juno.com](mailto:Obviouschoice@juno.com) or (815) 478-4432.

October 9: Chapter meeting.

October 9:  
IPMS/Des Moines Hawkeye I Con 04  
Urbandale Senior Center  
7305 Aurora Ave  
Urbandale Iowa.

Contact: K. Long. [kalong41@aol.com](mailto:kalong41@aol.com).

November 13: Chapter meeting

November 13:  
IPMS/Butch O'Hare 22nd Annual  
Lakeview Junior High,  
701 Plainfield Road,  
Darien, IL  
Contact: John Wendt. [jwendt@aol.com](mailto:jwendt@aol.com).

December 11: Chapter meeting, Christmas party and gift exchange and annual What If? Contest.

January 8: Chapter meeting

February 12: Chapter meeting

March 12: Chapter meeting

April 2:

IPMS/Plastic Surgeons.

Valley Free Church,

Des Moines. IA.

Contact: Greg Metge.

[gmgaha@mchsi.com](mailto:gmgaha@mchsi.com).

April 9: Chapter meeting

April 29 - 30, 2005,

REGION 5 CONVENTION,

Hosted by IPMS/Quad Cities.

Holiday Inn Convention Center, Davenport, IA.

Contact: Glen Broman, [grbroman@aol.com](mailto:grbroman@aol.com)

July 20-23:

IPMS/USA NATIONAL CONVENTION.

Hosted by IPMS/Metro Atlanta

Cobb Galleria Convention Center

Atlanta, GA.

[www.ipmsusa2005.org](http://www.ipmsusa2005.org)

### **The 2004 IPMS National report**

By Ron Thorne

Phoenix is f\$#&ing hot!!! The national was the third largest in history behind Columbus and Chicago with 2,034 models entered. There were lots of great models and a few deals to be had. Best armor was a 1/72 Abrams that had a complete interior and working hinges. Scary. There was a huge model of the USS Ward and tons of car models including a '67 Vette with machined parts that was absolutely amazing.

### **The technique corner:**

More tales from the basement, modeling tips from Randy Kidd.

Randy brought in some new masking material he's using, Silly Putty. It holds its form and can conform to some pretty strange shapes. Do not use a substitute like Big Putty as it flows into cracks and will not hold its form and you can't get it out. You can ask Randy how he knows this, but I think you already know the answer. Silly Putty works really well and you can re-knead it and re-use it. It comes off very easily and is great for masking things like wheel wells.

### **Local Hobby Shop news:**

Check out MVR's new spacious digs at the corner of Spring and Kimberly in Davenport. It's in the same building as Mother Hubbard's Cupboard or whatever that gas station is called. It's a very nice location and has a huge model showroom. He also has some good esoteric small scale armor, provide you get there before Mike does. He just got a new shipment of models in, so check it out. Major's shelves are also full and the consignment room downstairs is packed with lots of new (old?) stuff, some at very good prices.

**Hello Again my Little Barbarians.....**

Just to keep you up in snuff, all of the results from the recently completed IPMS National Convention are now up. ( <http://ipms-phx.org/2004/> ) Knock yourself out. All of the bells and whistles are also listed on the IPMS/USA Website. YES, The Group from Kansas City will be Hosting the 2006 Convention. One Chapter is in Region 5.....the other in Region 6. There is a new feature on the IPMS/USA Newsgroup too, a merit System, check it out. Some of the Categories are filling up for the Region 5 Convention. If there's something you have your eye on....get to me soon! Our DLC, Jack Kennedy, informs me that Recharter Letters will be going out in Mid-September. It is imperative that these are returned IMMEDIATELY !! The grace period will not be extended. As you all know, things change, however, clearing your date thru me for a Show has not. THANK YOU for your cooperation during the year but YOU we still need to register YOUR date, after RC Approval, with the IPMS Website. This is how the train keeps rolling. President Dave M. will be issuing an update shortly which I will pass on to you. Interesting stuff. If you want to know, check out the Forum. There will be a Program called MAP. An IN DEPTH premise is posted on the Forum. Your comments are welcome. I'm still confused, but what else is new. If all things go as planned. I'll be at the Kalamazoo Show on Sept. 18th manning the IPMS Table with the new IPMS/USA Brochures.....drop by and say "HI"!!!!!! That's our 22nd Anniversary, so I gotta clear it with Mommy first. Some news from Region 5 Convention Headquarters.....Armor Great, Cookie Sewell, will be attending and doing a program or two! Stay tuned for the latest info as I get it. There may be another SURPRISE guest!!!! I still need sponsorships, so please help us out!! There are several categories left so act NOW and get the genre you like!!!! Cheers and save a Cat today! A littlawwwwwwwwwwwwwwwwwwwwwnevermind.

Take care and yak more soon!

Jack Bruno IPMS #25313

Region 5 Coordinator

2003 Regional Coordinator of the Year

#### SPECIAL TERRORIST ALERT

Associated Press and UPI reported today that the French Government announced yesterday that it has raised its terror alert level from "run" to "hide."

The only two higher alert levels in France are "surrender" and "collaborate."

This may have been precipitated by the recent fire which destroyed one of their White Flag factories, disabling their military for the time being.

Folks, here's some info on a pilot program being ruin by Rusty White. Let me know what you think:

#### **IPMS/USA MODELER ACHIEVEMENT PROGRAM**

General description of operations

##### **INTRODUCTION:**

The IPMS/USA Modeler Achievement Program (MAP) is designed to motivate the membership and new comers to IPMS/USA, as well as serve as an educational resource covering basic aspects of the hobby rather than expertise in a particular area. The MAP is in effect, a guide to assist the membership in learning to build better models for enjoyment or competition incorporating the "basics" of modeling in everything we build. The "basics" of modeling that IPMS/USA promotes are essential techniques we as modelers use when constructing models. The "basics of modeling" are considered in every aspect of judging at IPMS/USA National and Regional contests, and are the cornerstone on which the MAP and the IPMS/USA Competition Handbook is based on. To learn more about the "basics", and exactly what IPMS/USA judges look for in each of the model disciplines, go to the IPMS/USA web site (<http://ipmsusa.org/>), go to the "Member's Services" page, and look for the Competition Handbook icon. It is **HIGHLY** recommended that you have a copy of the Competition Handbook for reference while constructing models for the MAP, since the judges will use it as a guide to evaluate models for Certificate of Achievement (COA) points. At the bottom of each COA's exercise requirements are the exact guidelines from the Competition Handbook relating to that COA model discipline.

The MAP is a system of recognition of members for achieving a superior level of skill in various aspects of plastic

modeling. The MAP rewards member contributions and participation in different areas of our hobby as well as IPMS/USA. It is important to note that earning a Certificate of Achievement is not easy. However, points for earning a COA can be more quickly accumulated by *participation* in IPMS/USA itself and the hobby. In short, in addition to the models a member builds, or the more he/she participates in the hobby and the Society, the quicker they will be recognized for levels of achievement.

While local, Regional, and National competitions are held in various parts of the country every year, it is *not* required that anyone compete, or even attend the conventions or contests to earn a COA. Points can be earned by attending a chapter meeting where your work can be evaluated. Writing articles for model related publications and The Journal, serving as chapter officers, newsletter editors, etc, all earn points toward a COA. *Participation and basic modeling skills* is the key to obtaining a COA.

### **M.A.P. PARTICIPATION REQUIREMENTS:**

1. Each chapter *MUST* have a *current* chapter President or Designated Contact on file with the MAP Regional Administrator to participate.
  - Failure to have a *current* chapter President or designated contact on file may result in forfeiture of recognition and participation by your chapter, but *not* by the individual member.
1. In order to participate in the Modeler Achievement Program, the modeler *MUST* be a current member of IPMS/USA in good standing.
2. Complete all of the requirements and earn the minimum number of points (COA and Merit) required for that particular category.
3. The IPMS/USA Regional Coordinators responsible for their respective regions *MUST* officially approve *all* events to qualify for Merit points. Your Regional Coordinator can verify the event, or advise you if it qualifies.
4. All models submitted for qualification for COAs *MUST* be the sole work of the member whose name appears on the COA application and related forms.
5. Members/judges may *NOT* participate in any way to judge/evaluate their own models.

### **M.A.P. CERTIFICATES OF ACHIEVEMENT:**

IPMS/USA Certificates of Achievement (COAs) will be awarded to the member when he/she has completed all the requirements and scored the minimum total number of points required for a particular MAP category. The member earns a COA for a given category by earning the minimum number points for each level of achievement within their chosen category. Each category has three levels of achievement (COAs) that may be earned.

The levels of achievement (COAs) in each category are:

1. Artisan Modeler “gold” (Advanced skills)
2. Craftsman Modeler “silver” (Intermediate skills)
3. Apprentice Modeler “bronze” (Basic skills)

### **IPMS/USA MASTER MODELER:**

The IPMS/USA Master Modeler COA is literally the highest and most prestigious level of achievement one can attain as an IPMS/USA member/modeler. The distinction of IPMS/USA Master Modeler will be bestowed on any member who earns an Artisan Modeler COA in four MAP categories. By earning an Artisan Modeler COA in four of the eight categories, not only does the member demonstrate superior skills as a modeler, but has distinguished themselves as an outstanding contributor to the hobby by earning Merit Points for participation within the Society as well as the public sector. Indeed, any person who attains this prestigious Certificate of Achievement deserves, and should be proud of the title, IPMS/USA Master Modeler.

### **M.A.P. CATEGORIES:**

IPMS/USA is unlike other modeling organizations in that we welcome builders of any type of model as long as they fall under the Official IPMS/USA Rules (see Competition Handbook). Each category has three levels of achievement (see above). Each Level of Achievement has its own particular requirements to earn points for the COA. Certificates of

Achievement (COA) will be issued within the following categories/model disciplines:

1. Aircraft
2. Military Vehicles
3. Automotive
4. Ships
5. Figures
6. Space and Sci-Fi Vehicles
7. Dioramas
8. Miscellaneous (any subject not shown above)

**EARNING COA POINTS:**

“COA Points” are points earned by completing the prescribed exercises (building models) for each particular Certificate of Achievement. The requirements for the exercises are clearly stated on the appropriate forms as well as the requirements for each discipline as stated in the *Competition Handbook*.

**EARNING MERIT POINTS:**

“Merit Points” are points earned through participation in the Society and public sector that don’t necessarily involve building models, and are applied to the point totals for a COA. Members can earn Merit Points for being active in the public eye, privately, or through participation at approved events (local, Regional, or National). The following are ways to earn Merit Points toward a COA by participation in IPMS/USA and modeling activities outside the Society. **Note:** *Merit points earned are applicable to one COA only.*

1. Serve as an officer of an IPMS/USA chapter.
2. Serve as an elected IPMS/USA national officer.
3. Serve on any approved local/regional contest committee, or IPMS/USA National Convention committee.
4. Serve on any IPMS/USA Presidential or Nationally appointed committee, or informal group approved by the President.
5. Serve in any appointed IPMS/USA national office, capacity, or service.
6. Serve as a judge in an approved local, regional, or national contest.
7. Serve as newsletter editor, web master, assistant web master for a chapter, or the IPMS/USA national organization.
8. Have a review or article published in an IPMS/USA chapter newsletter, an IPMS/USA publication, or other modeling related publication, or web site.
9. Put on a live clinic or demonstration at an IPMS/USA Regional or National event.

**CONTEST AWARDS:** (see Earning Merit Points by Competition Awards for more information)

1. Enter one or more models in a non-IPMS/USA contest.
2. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, or Out Of the Box at any IPMS/USA local, regional, national convention or event.
3. Gold, Silver, or Bronze medal at any local, regional or national convention or event.
4. “Best of Show” (or equivalent), “Best of Theme” or similar special award at any IPMS/USA local, regional, or national event.

**MAP COMMITTEE STRUCTURE & OPERATION**

The MAP Committee will serve at the pleasure of the President of IPMS/USA. The President will appoint a Chairman to oversee the operation of the MAP and serve as liaison to the E-board. The MAP Chairman will appoint four members in good standing as Regional Administrators to coordinate MAP procedures in the regions listed below and serve as liaison between the membership and the MAP Chairman. Each Regional Administrator/Committee member is responsible for his/her portion of the country listed below.

For the purpose of this program, IPMS/USA regions will be grouped in East, South, Central, and West regions as follows:

- EAST - Regions 1, 2 & 4
- SOUTH - Regions 3 and 11
- CENTRAL - Regions 5, 6 & 10
- WEST - Regions 7, 8 & 9

In addition to the Chairman, these four Regional Administrators will constitute a standing committee of 5 members to administer and coordinate the MAP. MAP Regional Administrators will be responsible for collecting data from their respective Regional Coordinators, and adding said data to the database once received and approved by the RCs and Chapter Presidents.

- Regional Administrators are also responsible for educating IPMS/USA members within their demographic, and assisting those members in the pursuit of a COA.
- Once a modeler has achieved all of the requirements for a COA, the application will be reviewed by the Committee to ensure completeness and accuracy. The COA will be issued by the Committee as a whole, not by the individual Regional Administrator.

### **COA APPROVAL PROCEDURE**

Formal COA approval will involve the following steps unless superseded by guidelines elsewhere in this document. While appearing redundant in some areas, it is by design so the records are checked and re-checked to ensure accuracy and completeness. The formal approval process will take approximately 90 days from step 1 to step 6.

1. The appropriate form must be filled out by the applicant(s) and given to the chapter Designated Contact.
2. Models are evaluated; judging forms filled out and signed by qualified judges, submitted to the Designated Contact.
3. All forms checked, approved, and signed by Designated Contact (if the applicant achieves minimum point requirement) and paperwork submitted to MAP Regional Administrator.
4. Regional Administrator checks all forms for accuracy and completeness, enters applicant's information into the MAP database, keeps one of each form for their records and submits originals to the MAP Chairman for final approval.
5. MAP Chairman verifies all the information, membership status, required signatures, completeness, and database entries. COA is signed by the MAP Chairman and submitted to the IPMS/USA President for signature. MAP Chairman keeps originals for permanent files.
6. COA is sent directly to the appropriate Regional Coordinator, who in turn forwards it to the appropriate Chapter President or Designated Contact to present to the applicant. Regional Coordinator logs receipt of COA in their records.

### **Breaking news --Lance Armstrong**

I just read an article stating that the Lance Armstrong may be stripped of his 6th Tour de France title. In a random check for banned substances, 3 substances were found in Lance Armstrong's hotel that are banned by the French: Toothpaste, deodorant, and soap

### **Some of you asked for this to be put in the newsletter at the last meeting, so here it be: NOMINATION FOR THE GIL GODFREY MEMORIAL CHAPTER OF THE YEAR 2003/2004**

Chapter Nominated: Quad Cities Chapter, IPMS, Region 5.

We wish to nominate our chapter as the chapter of the year in Region 5. We are a very small chapter, there are only seventeen of us, including two juniors, but we are all IPMS National members. The Quad Cities Scale Modelers are a small chapter that is making an impact on modeling in the greater Quad Cities area and the Region. The Quad Cities Chapter of Region 5 is located in the Upper Mississippi River Valley in the towns of Moline and East Moline in Illinois and Davenport and Bettendorf in Iowa. Our Members are from these towns and a few drive in from a fifty-mile radius.

The chapter has continuously been in existence since the 1970's and several of the current members have been in the club since its inception. Our chapter has been in a state of continuous improvement over the years, moving from meeting in peoples homes, to meeting in local hobby shops until we found a permanent meeting place at the Deere-Wiman Carriage House which makes it very easy for interested people to find our meetings every month. One of our success stories has been the Quad Cities Scale Model Show. This started as a small event with only 27 model entries the first year. With time, experience, new and better venues and word of mouth advertising as a very well run and fun show we have graduated into one of the premier local shows in Region V. The focus of our show has been on sharing our hobby with the public rather than competition and it is one of the things that have made our show successful over the years. Our chapter is more than the show; it's our members who make the difference.

- 1) One of our junior members earned his Eagle Scout award by doing a project to reorganize and protect the Technical Manuals in the Rock Island Arsenal (RIA) Museum collection. Technical manuals are a tremendous resource to the modeler and these may have been lost had this project not been undertaken. Several other chapter members also helped with the project. In addition, one of our club members volunteers at the museum several days a week.
- 2) The chapter helped our local museum with several exhibits. The RIA museum is the second oldest museum in the Army museum system. The chapter developed a display to commemorate the 50<sup>th</sup> anniversary of the Korean War to complement the museums new Korean War display. Following the Korean War display, the chapter put in a display called "Products of the Rock Island Arsenal" which included some scratch built artillery pieces built by one of our members. The museum Director has allowed us the permanent use of a large display case in the museum.
- 3) The chapter has coordinated with two local hobby shops to conduct a series of free model building classes for younger modelers and modelers who are looking to help improve their skills. The first class is being advertised at our show in March and will be held at a local hobby shop.
- 4) The chapter has developed a relationship with a local classic car club called the Quad Cities Cruisers and provides space at our shows for the club to display some of their classic cars. This has helped both clubs and generated lots of interest at the shows. In addition, the chapter donates a portion of the show proceeds to CrimeStoppers, the Cruisers designated charity every year.
- 5) In the spirit of promoting modeling, the chapter instituted a new regular meeting feature. Each month, one member makes a short presentation on his techniques and tools to the membership. This provides a wealth of information to both experienced and novice modelers alike.
- 6) One of the keys to our success has been our newsletter and our website. We publish a twelve page newsletter every month. The quality has continued to grow over the years with a mixture of articles written by our own members and items from other chapters. This also allowed us to engage in newsletter swaps with other clubs. Our members have had reprints of their articles appear in IPMS chapter publications as far apart as Virginia and Washington State as well as overseas. Our website has items of local interest as well as the largest collection of flying wing "what if" articles on the web.
- 7) The chapter formed a new IPMS Special Interest Group (SIG) called the "What if" SIG. The SIG is dedicated to what might have happened and encourages both "what might have been", and fosters a creative and humorous approach to modeling.
- 8) Based on the popularity of the local show, the chapter has bid on the 2005 Regional. If the bid is accepted, the chapter will be the smallest ever to have put on a Regional in Region V in recent memory.
- 9) Our chapter members have supported Hobbies for Heroes and are taking donations at our show to buy supplies to send to IPMS Baghdad.
- 10) Despite our small size, small budget and our location south of nowhere, we always made it a point to keep our Regional Coordinator informed of our activities
- 11) Our chapter members support IPMS in many ways, several of our members have written articles and reviews for the Journal and the website. Two of our members are National judges and one is a member of the E-Board. The chapter sponsors a category at the nationals whenever our finances can afford it. The chapter will be supporting the 2004 nationals in Phoenix with a donation.
- 12) The chapter sponsors an annual club photo shoot. This unique event provides our members with the opportunity to

bring in several models and have professional quality photos taken. The club provides the photographer, the film and pays for the developing. Digital photos are also available and are posted on our website.

13) Throughout 2003-2004, the Quad Cities Scale Modelers have made an impact in the community and the Region despite its small size. Although most of our events are small, each of them represents the motto of IPMS in action. "By modelers, for modelers"

Respectfully submitted,

Glen R. Broman

Chapter President

### **The Ace BRDM-1, A Modelers Odyssey.**

By Glen Broman, IPMS Quad Cities

There are some who do simple builds; there are some who pour their very existence and every waking minute into their models. Me, I fall somewhere in the middle on that continuum. It depends where the mood and the model take me. In the case of the Ace BRDM-1, it took me out to the edge, and just a little beyond. I'm just lucky that I lived to write about it. Some of you old time Ace kit builders are probably laughing right about now, but I bet there aren't that many of you. I don't think that there are that many who have survived. Perhaps a little background is in order. Ace is a model company from behind the former Iron Curtain. It appears that the curtain is plastic now, but there is no doubt in my mind that even as I write this, there is a former communist saying "take that, yankee imperialist running dog" every time he pops a fresh set of sprue out of the mold of this kit. Perhaps you are thinking I'm being a bit harsh. Perhaps you may be right, but this kit nearly killed me, so I think I have the right to whine a little. It all started earlier this summer, early July to be exact. There I was sitting down in the basement letting my eyes wander over the stash looking for something fun to build. My eyes kept wandering back to the Ace BRDM. Hmmm, an unusual kit, not a lot of parts, looks like it might be a bit of a challenge. "Okay", I thought, "let's git 'er done". Done in is more like it. This sucker fought me all the way. It was a test of wills, a battle royal between a simple model, and an even simpler modeler. I came in second in that battle. I'm proud of the way I hung in there though, I stuck with, I went the distance, I climbed the mountain. I wrestled that sucker to the ground and thought I had a pin. I finally finished this sucker and I was proud of myself for my initiative, endurance and stubbornness. Little did I know that the model wasn't done with me. Later that night as I went to sleep a satisfied man, the model was plotting my downfall. Several short hours later I woke up in terrible pain. The kind of pain that makes you feel like you are going to die and afraid you won't. After a trip to the emergency room, 300 tests and a gallon or so of morphine, they finally figured out it was my gall bladder and rushed me into surgery. How do you spell gall bladder? I spell it A-C-E-B-R-D-M. The nice doctor said they could use a simple, minimally invasive technique that would take an hour. I would be out of the hospital in a day and back to work in a week. "Not so fast" a little voice back home on my work bench said. Five hours and about a million stitches later I was back in my hospital room and stayed there for a week. You have to respect that kind of mojo. I think that the kit and I have now reached a truce of sorts, maybe even a certain fondness for each other. There's also a little fear on both sides. I know what kind of bad juju that kit has. The kit knows I have a whacking great hammer up in the garage. I believe Secretary McNamara called it "mutual assured destruction". It's keeping the peace so far. Anyway, enough of the background; let me tell you about the fun I had building this little puppy. The kit comes in the standard Ace cardboard box with all parts in a zip lock bag. The molding looks a bit rough and there is a fair amount of flash on the parts. The instructions aren't bad, but there should be a warning that says "immediately dangerous to life and health" in 40 point bold script across the top, but maybe I'm whining again. The instructions are in English, leading me to believe that they are in fact targeting American and UK modelers. Commie bastards. The instructions are the exploded view type and are actually pretty clear. There is a parts map which is pretty helpful, especially when the parts on the sprue don't look like the part in the instructions. Some of the parts are just too delicate for their molding techniques, but at last they gave it a shot. Expect to do a little scratch building. There is a fair amount of mold mismatch and a goodly amount of parts cleaning is required. The instructions say "Pay attention to proper fitting of each parts (sic) using cello-tape before cementing the parts". Truer words were never spoken. The major hull parts are a little rough. I did some dry fitting, ordered another semi truck load of putty and got stuck in. I decided that I wouldn't add any of the suspension or hull parts until the hull and superstructure parts and been

glued together, filled and sanded. Good call, if I say so myself. When I got done, my tube of Dr. Microtools putty was thinner than I was after eating from a tube in the hospital for a week and there was more red than grey in the model. By the way, I would recommend washing the parts before building this kit as the molds are a bit greasy and it will help give the putty a surface it can stick to. I had to do a lot of trimming and dry fitting, but I finally got a good square hull structure that looked okay. I then started on the suspension and tires. I glued the tires together first so I could putty them and give it a chance to dry before I started sanding. And sanding, and sanding, and sanding. Once I got the tires done, I started on gluing the axles and suspension parts to the hull. Pay attention to alignment, as the locating tabs are purely theoretical in nature. I realized right away that getting this sucker square and sitting on all four tires would be worthy of a Nobel Prize in model building. I managed to pull it off though, so move over Albert Einstein. I have to admit that I could not get the axles and wheel assemblies to connect with anything other than the most tenuous plastic connections, so I used brass rod to attach the wheels and that worked. It ain't pretty, but she does sit on all fours. Some of the hull detail parts like lights and antenna bases will need replacements from the scrap box or from bits of plastic stock. I made the arms for the surf deflector from plastic rod. The machine gun was too delicate for me to remove from the sprue without breaking it and flinging the pathetic remains across the room, so be forewarned. There are no headlight guards; you can make them from wire, that is if the kit hasn't sapped your will to live by this point. The instructions recommend making some handles from 6mm wire for the upper hull, which is a good idea as they do look rather prominent on the real thing. There are seven different decal options. Six are in dark green and one in sand from the Egyptian Army. I have to admit that I haven't tried their decals yet. Call it moral cowardice. If you like challenges and Russian armor, then this kit is for you. But if you are a little girlie man modeler, or have a low tolerance for pain, you may want to stick to Tamiya.

#### **A Little humor:**

Deep in the cornfields of Missouri, a hillbilly's wife went into labor in the middle of the night, and the doctor was called out to assist in the delivery. Since there was no electricity, the doctor handed the father-to-be a lantern and said, "Here. You hold this high so I can see what I am doing!"

Soon, a baby boy was brought into the world. "Whoa there", said the doctor, "Don't be in such a rush to put that lantern down. I think there's another one coming."

Sure enough, within minutes he had delivered a baby girl. "Hold that lantern up, don't set it down there's another one!" said the doctor. Within a few minutes he had delivered a third baby. "No, don't be in a hurry to put down that lantern, it seems there's yet another one coming" cried the doctor! The redneck scratched his head in bewilderment, and asked the doctor, "You reckon it might be the light that's attractin' 'em?"

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**Page created on Sept. 6, 2004**

# The Quad-City Scale Modeler Society's October 2004 Newsletter

## **The Meeting Minutes:**

The Sept. meeting was a little low on turn out but was still a pretty good meeting anyway. Those at attendance were Larry, Shawn, Earl, Brad, John and RK. Almost forgot Steve did show up at 2:00. RK read the income of trophy sponsors which at this moment come to \$525.00 giving the club a balance of 2,771.16. That includes \$100 given by the Polish Coast Watchers for any other needs that may arise. At this time Earl and Larry with a little strong arming paid their money giving the club another \$50.00 for the treasury.

The first topic was the new art work. Earl didn't bring our new art work for our T-shirts and trophies but said he would get it to Keith to get to Mike to get it on the Web-page so we can see it. By the way Earl will not be at the next meeting in Oct. so it is of the up most importance that we finalized this issue next meeting one way or another as Nov. will probably not have a meeting due to road trip to Butch O' Hare contest. At this time RK would like to resubmit our original shirt design and put it to a vote and see which one the majority of the club would like on the new shirts and the trophies. RK took T-shirt orders and sizes, any one else wanting to get a new shirt needs to get with me and order one. Larry was the only one to bring his P-38 for Earl to take to the reunion everyone else seemed to have an excuse why theirs didn't get done. Biggest topic of the day was all the kits that were in Major's basement at great prices RK and Earl made out like bandits.

Meeting ended at 3:30 due to Larry and Brad making a run for the door to get over to Major's to cash in on some good buys before he closed for the day. On a side note Mike and Michele stop in to Rk and Kathy's house on the way home from the Stearman show. They got a good look at the new digs and the New hobby room(Mike I think was impressed). They said the show was good as always after a few adult drinks they headed home around Midnight.

## **The Dates:**

October 9: Chapter meeting. Bring and build.

October 9:

IPMS/DesMoines Hawkeye I Con 04.  
Urbandale Senior Center,  
7305 Aurora Ave. Urbandale Iowa.  
Contact: K. Long. [kalong41@aol.com](mailto:kalong41@aol.com).

November 13: Chapter meeting

November 13:

IPMS/Butch O'Hare 22nd Annual.  
Lakeview Junior High,  
701 Plainfield Road, Darien, IL  
Contact: John Wendt. [jwendt@aol.com](mailto:jwendt@aol.com).

December 11: Chapter meeting, Christmas party and gift exchange and annual What If? Contest.

January 8: Chapter meeting

February 12: Chapter meeting

March 12: Chapter meeting

April 2:

IPMS/Plastic Surgeons.  
Valley Free Church, Des Moines. IA.  
Contact: Greg Metge. [gmgaha@mchsi.com](mailto:gmgaha@mchsi.com).

April 9: Chapter meeting

April 29 - 30, 2005,  
REGION 5 CONVENTION  
Hosted by IPMS/Quad Cities.  
Holiday Inn Convention Center, Davenport, IA.  
Contact: Glen Broman, [grbroman@aol.com](mailto:grbroman@aol.com)

July 20-23, 2005  
IPMS/USA NATIONAL CONVENTION.  
Hosted by IPMS/Metro Atlanta  
Cobb Galleria Convention Center Atlanta, GA.  
[www.ipmsusa2005.org](http://www.ipmsusa2005.org)

### **News from our Fearless region V Coordinator:**

Hello my little one's!!!

Its vacation time again at the Bruno Ranch and it was a pretty good weekend. The IPMS/Will-Cook Show was a great success and up all the way around. Congrats to the Boyz for doing a good one. I got to see a lot of you that I missed a few times out! Nice to see Ed Nowak again.....HE LIVES!!!! The K-Zoo Show is this weekend so get going and turn out for that one too!!!! You'll note on the latest DATES section that IPMS/Twin Cities Aero Historians have booked September 10, 2005 for Nordic - Con. Please note that for your members and more info will be forthcoming. They are, of course, RC Approved. This coming Region 5 Convention will be the First time under the Standardization of all Regional Conventions thru out IPMS/USA. The Region 5 Convention HEAD JUDGE is Mike George, from IPMS/Gateway. If you have any questions at all about the judging/category's, contact him at [ontrak33@aol.com](mailto:ontrak33@aol.com). The Regional is hosted by IPMS/Quad Cities, but once that area is being judged, it's HIS ROOM. Time to start building. There are also several good category's left that NEED Sponsors. Get them NOW so we can sleep tonight! It's the difference between having a good show and being in the red!!! Please support the Convention with your support. Contact me directly for any details. Time to get ripping on the 1/16 T-34/85 for the IPMS/USA Website, but you all should have received the recharter forms from DLC Jack Kennedy. Send them back ASAP. The 11 RC's are discussing getting an updated starter kit with more information for new Chapters. If you have any ideas at all for information that you would like to see in it...lemme know. We are thinking about listing non-chapter members around your zip-code for you to solicit for chapter members and including a Regional Judges List. Your input would be greatly appreciated. There will be an IPMS/Region 5 Meeting on Friday evening at the Region 5 Convention in Quad Cities. It will be hosted by myself and E-Board member, Glen Broman. If there are any questions you have.....send them to me so I can get an itinerary together. I do not want to tie everybody up for hours, so I want to stick to the plan. Again, as in the past, no guns, knives or underwear allowed at the Meeting. Bra's, maybe. Last, but not least.....I'm asking you to all participate and help us out with donations for the Make n Take program again. If you can include an extra ten/twenty spot with your recharter check, it will go a long way!!!! THANK YOU and see you at the O'Hare Show coming up in November.

Jack Bruno IPMS #25313

Region 5 Coordinator

2003 Regional Coordinator of the Year

### **Testor New Auto Lacquer Colors Review**

By Tim Leicht, courtesy GTR Modelers

Now you have ANOTHER choice of paint to coat your model cars with. Testors has released a new line of licensed authentic car colors, in spray and bottles, designed as a two step paint system, with base coat/clear coat application. I did a test body with the paint and I would like to show you my results, so here it goes. All of the spray paints are some of the most popular muscle car colors from the 1970s, like Mopar plum crazy, etc. To start my test, I took a yellow plastic 1969 Camaro body, and sprayed half of it with Tamiya gray primer. I chose the yellow body to test the opacity of the paint, meaning its ability to cover well. The Tamiya primer was chosen because it too is lacquer based, and I had not received yet the Testor primer. After spraying, I wet sanded the primer before applying the color coat. I chose two different colors to spray over the body. One half was AMC silver, and the other half was Chrysler Viper metallic blue. I used the metallics to test their opacity as well. The blue went on first, right out of the can, and not warming the can first. One small problem however, was when I broke the seal and took the lid off the can, the paint had been sprayed out of the can, and it was factory sealed! (see picture) I don't know if someone on the assembly line test sprayed or what, but it had been used. I sprayed a light first coat and found the coverage excellent. I followed it up with a wet coat 10 minutes later, and it covered the yellow plastic and the primer side the same way, with no difference in color on either side. I let it dry for about 30 minutes, and found the paint finish almost eggshell like in appearance, with little or no gloss. Then I sprayed the silver on the other end of the body, also covering the yellow plastic and the primer. It covered in one coat! There was lots of pigment in the silver paint. I did not like the grain of the metal flake with the silver paint however. It was too grainy for a small scale car body. I think a finer grain of powder should have been used in making the paint. This color too dried to an eggshell like satin finish with little gloss. Now for stage two. I let the paint dry for another hour, and by then it was dry to the touch, with no tacky finger prints left behind. I did not wet sand the body at this stage, because it was just a scrap body and I did not prep it as well as I usually do, so there were some flash spots left on the hood and fenders, and I would have sanded right through the paint. So, I chose to clear coat without wet sanding. I had not yet received the Testor clear coat so I decided to experiment with Tamiya clear gloss over the color coats. I applied one mist coat of clear and let it sit for ten minutes, and then gave the body two wet coats. I let that sit for an hour, and was by then dry to the touch. There was still a semi gloss appearance to the body, and there was no adverse reaction to the paint by mixing Tamiya with the Testor color coats. I then applied two more wet coats of clear, and let it set up for two hours. By then it was dry to the touch, and I had no problem holding the body with my fingers. I put the body back on the stand to rest overnight. The next day, the body still had a semi gloss appearance, even with the four coats of clear. So, out came the polishing kit and I proceeded to polish out the body two times. NOW the gloss came up and I was quite pleased with the finish. I was also glad that the Tamiya clear went over the color with no reaction. That has been my choice of clear coat for sometime now, and I think it is the best out there. As for the Testor paint, here are my findings. First, this paint smells and flows out very similar to Pactra RC spray paint, also made by Testor. I have a strange feeling that this new lacquer is the offspring of the Pactra RC paint. Second, I found the paint to be quite opaque, and covers very well, and lives up to its two step process, requiring a clear top coat. Third, it is compatible with Tamiya lacquer, which for me is a good thing! I think Testor has come up with some nice paint that goes on easy, and dries a lot faster than their oil based enamels. Try it, you just might like it! Hopefully, there will be more colors coming, to expand your choices. Highly Recommended.

### **Review - Trumpter 1/35 scale ZIL-157K**

By Cookie Sewell

Kit Review: Trumpter 1/35 Scale Kit No. 01003; Soviet ZIL-157K Military Truck; 355 parts (334 in olive drab styrene, 11 in clear styrene, 7 in black vinyl, 1 length of cotton thread, 1 section of wire, 1 section of fine brass chain); retail price \$36.95.

Advantages: First kit in this scale of this vehicle; very nicely done with complete engine and interior; scale thickness to parts.

Disadvantages: scale thickness to parts may make some very hard to remove and install.

Rating: Highly Recommended.

Recommendation: for all Soviet, Warsaw Pact, Third World and softskin fans.

#### **FIRST LOOK:**

The Soviets were very embarrassed when the Second World War started and they realized how woeful their automotive

industry really was in comparison with the rest of the world. The best trucks they had at the time – the GAZ-AA/AAA and ZiS-5 – were copies of foreign trucks from the early 1930s and not very sophisticated. Most only had brakes on their rear wheels, and the only reason they were in production as they were not technically demanding. When the Soviets became an official ally of the USA, and the famous "Lend-Lease" agreement was signed, they were stunned to see the quality of the vehicles provided to them by the US. The light Willys MB "Jeep" was superior to the clunky converted cars like the GAZ M-1 and the six-wheel trucks – the GMC CCKW, Studebaker US6, and International M-5-6 – all had three driven axles, transfer cases, and brakes on all six wheels. They were also very reliable and rugged. While the Soviet industry did not produce any really equivalent trucks during the war, once the war was over they took a look at creating their own versions of this class of truck. Using the two most prevalent – the GMC and Studebaker models – they created a synthesized and "Sovietized" version of the trucks at the "Stalin" automotive factory (ZiS) which initially had only two axles as had all previous Soviet medium cargo trucks (ZiS-150). But that was seen as not capable enough, and so a three axle version, the ZiS-151, entered production in April 1948, remaining on the production lines until 1958. (When Stalin fell from favor in the 1950s, the ZiS factory was renamed for I. A. Likhachev – ZIL.) This used a ten-wheel three-axle chassis with a closed steel cab and open cargo body with folding troop seats. It was rated as a 2 ½ ton truck but could be loaded to 4 ½ tons for road travel. It was powered by a 5.5 liter straight six engine producing 95 HP in its original form. Trucks with a winch were dubbed ZiS-151A. As time progressed, and the ZiS-151 was seen as becoming obsolete, a new updated version was created and placed into production in 1958 as the ZIL-157. This used parts and components from the closely related BTR-152 series of armored personnel carriers, based on the ZiS-151 (and of course, that was converted back into a common chassis for both the ZIL-157 and BTR-152!) The main difference was that the ZIL-157 used the large single wheels and tires from the BTR with their adjustable tire pressure feature for better traction in soft ground. Later, in 1961 the truck received a new transmission and was redesignated as the ZIL-157K. Other variants followed: ZIL-157KG, with electronic suppressors for use with communications gear; ZIL-157KYe, with two fuel tanks; ZIL-157KEh, export model for countries with humid climates; ZIL-157KYu, export model for countries with tropical climates; ZIL-157GT, a truck with electronic suppression and fitted out for tropical climates; and ZIL-157KV, a tractor for use with semitrailers (like the SA-2 and SCUD B transporters). The trucks used the same engine with an upgrade to 109 HP. The final models produced were the ZIL-157KD with the vehicle later being replaced on the production lines by the more compact and more modern ZIL-131 series. A Chinese knock-off of the ZIL-157, the CA-30, entered production in the mid 1960s. More than any other truck, the ZIL-157 personified the Soviet Union during the heart of the "Cold War" and showed up very frequently on American TV screens in all parts of the world. As such, it was also used in a myriad of body styles from the radio van versions (KUNG in Russian) to mobile cranes and support equipment. For years, NATO ran a book called the "Box Body Vehicle Identification Guide" that showed drawings of every known version of Soviet trucks; more than half of those in the Guide in the 1980s were ZIL-157 variants. Trumpeter released a series of four kits last year based on the ZIL-157 and its Chinese clone, the CA-30 – a cargo variant and an SA-2 transporter of each one. This is the Soviet ZIL-157V cargo variant, and it is an amazing kit when one realizes how many parts have been wedged into the box. The model comes with the open cargo body and a very neatly done three-piece canvas cover (with grommets included so that they can be drilled out for installing tie downs, a nice touch). The doors and hood sections are positionable as is the tail gate, and a section of chain is also included to use for lowered supports for that platform. The front axle can be made to steer. The directions do not indicate it, but as with most Soviet vehicles (copied from US designs) the front windscreen sections can be opened, but the braces and locks are not included in the kit. Seats are also positionable. Many parts are provided but there is no direction provided as to how to improve, such as an oil cooler on the radiator (part B10) or the air tank system. The model has a very detailed engine, as well as very detailed chassis and driveline. Even the mounting pads for the cargo body (parts G20 and G21) are included as separate parts. (This model properly needs a lot of wiring and lining, and I suggest if you can find a copy of the "Russian Motorbooks" issue on the ZiS/ZIL-151/157 you pick it up if you want to really make this model pop!) The kit comes with a reasonably good if basic decal sheet, but only provides basic Soviet era markings (two number/two number/two letter registration plates) and a pair of Guards badges. This is sort of a shame, as it is a really great kit and as it was used by just about everyone not buying US trucks in the 1960s could really be painted up nicely into a Third World scheme. Overall, this is a great kit that can stand alone or really perk up a diorama.

## **Revell AG 1/32 Audi DTM Racer Kit: Two Opinions**

Courtesy GTR Modelers

Subject: Audi TT DTM

Mfg: Revell AG (Germany)

Kits #:07115 & 07116 Scale: 1/32

Reviewed by Don Molitor

Package Design: Very nicely packaged. Trees wrapped in plastic, heavy cardboard inner tray to protect parts. Clear window in box top allows the buyer to inspect the body to some degree. That is important, because this is a pre-finished kit.

Breakdown: We constantly hear how we need to get kids involved and the manufacturers are obviously trying to capture the interest of the kids. So with the style of this model being aimed at the young modelers, I built this kit as if I were a kid. I grabbed a file and sprue cutter for tools, opened the instructions and began. From start to finish this model took 23 minutes. (I sanded the tires and cleaned all sprue marks with the file. Those steps add about 10-15 minutes to the build). The instruction sheet is printed in color on a light yellow paper. There are no words at all in the build up instructions. Pictures, arrows and numbers outline the 13 assembly steps. This being a kid's model I think some words to identify parts and some very basic modeling skills could be outlined. (Educate your audience). Skills such as clean up techniques, removal of parts from the parts tree of the pre-painted pieces would be nice. I do not believe this would add any cost to the kit and could be done with minimal effort. The actual kit itself builds into a nice shelf representation of the race version of an Audi TT-R. Wheels are very nice, with Dunlop lettered tires. As it is with all pre-finished kits that I have seen, mold lines and casting flaws not something you can correct without ruining the finish. My kit has mold lines on each fender flare and sink marks in the trunk and hood. Other minor problems I encountered (this is a non glue, snap kit) were that the windshield wiper, shifter lever and mirrors required the sticky stuff to hold them on. The only other shortcomings would be the interior tub and the space behind the wheels. The tub is very shallow and unrealistic. When built, you don't notice the interior if it all is left black, but if you pick out the detail the shallow tray would become obvious. Also the lack of inner fender wall to block out the light from shining through from wheel to wheel is noticeable. And the beautiful spoked wheels (pre-painted silver) would be enhanced by some disc brakes.

Summary: I think the kit does exactly what it is intended to do. It is easy to build, with little time involved. That is good for parents with young children, and it helps to ease them into the model building process. Not to mention the young one gets a cool car that really rolls. So moms and dads, get the little ones started today. After all, you are just as important to the future of our hobby as the kids.

## **ABT Audi TT 2002 DTM**

Mfg: Revell Germany Kit: #7119 Scale: 1/32

Reviewed by Tim Leicht

I don't know why more stores are not carrying these little gems of a car kit, but I am glad I got mine! These are the coolest little 1/32 scale race cars I have seen in a LONG time. With virtually no painting required, these kits are a snap (ha ha) to put together. Let's take a look. Open the box and you will find some the nicest tampo painting you have ever seen. The main body on the Audi is a three piece affair, with the lower side panels painted to match the main piece. The striking red and yellow paint scheme is a real looker when assembled. All I did was give the body parts a quick shot of Tamiya clear to give a more uniform appearance to the graphics. I let it dry over night and started to assemble it the next day. These cars are clearly made for slot car use- PERFECT! The interior tub is basically the top half of the roll cage with minimal interior details. Snap in the pre-decorated glass, and then the interior tub and you are almost done. Push in the front and rear pre-painted lights, mount the mirrors, the only bad part of this kit as the openings in the body are too tight for them, and you are done with the body. Make sure you open up the mirror mounts and glue them in place, or you will break one like I did, putting them on. The lower chassis is one piece, with four snap pieces to hold and locate the metal axles for the wheels. The tires and wheels are gorgeous, with pre-painted tire logos. They slide into the axles with

very little effort. Watch out when you mount them, as they are different front to back. Slide the chassis into the body, mount the rear spoiler, and you are done! It took me no more than 25 minutes to build mine and it looks great! The only thing I do not like is the lack of a divider on the tub to keep the light from passing through the wheel openings on both sides. Another reviewer of the kit mentioned the same thing and I agree. It is an easy fix with some strip styrene, but it is a little annoying when you see it on the finished car. There are six of these in the series, two Audis, two Opels, and two Mercedes. They are all beautifully decorated and I am sure they will find their way to be on top of many a slot car chassis for authentic looking DTM race cars. Get one of each!

### **IPMS/USA 2005 National Convention Update:**

Greetings friends from far and wide! It's about time that I get out here on e-mail and get in touch with you about the upcoming national convention! Last time I was in touch, I was feverishly looking for photos to put in our flier, that of course was all the way back in July. Of course, it all came out beautifully, the fliers are all printed, we're all set with all the promotional material, now it's time to get this ball rolling! We started the promotional tour with the 2004 convention out in Phoenix. If the response there was anything to show for what we'd have for next summer, the show is going to be huge. Not only was Phoenix an outstanding show (third largest in history), everyone from the WEST coast was excited about coming back east... If half the people come that said they would, we're in for a MONSTER show next summer. We got off to a quick start on the vendor front, selling about 120 tables at the Phoenix show. This number has climbed all the way to nearly 200, and we've only been doing sales for about a month... That is to say to all you prospective vendors out there, sign up now, as the tables WILL sell out. Prime locations are filling in quickly (although there's really not a bad spot – it's all in one big room), so get your reservations in to vend soon! Tables cost \$90 through the end of the year, after which they'll jump to \$100 per table. The main convention hotel is taking reservations for the convention. The hotel is of course, the Renaissance Waverly, the same hotel as was used for the 1993 and 1984 conventions. Those of you that were there remember it fondly I know... Rooms are filling up, even this early, so it would be a good idea to get your reservations in early. While it's a big hotel, we've contractually guaranteed only a percentage of the rooms each night... The hotel can be contacted at: 2450 Galleria Parkway; Atlanta, Georgia 30339; 770-953-4500 or you can [Register Online!](#) Of course, all of this information and much more is available on our website. We're keeping it updated weekly at this point, but very shortly (hopefully even later tonight) we'll be launching the application portions of the site which will provide real-time information about the convention, tables, registrations, sponsorships and much more will be available. So stay tuned for that! <http://www.ipmsusa2005.org>. One of the biggest areas we'll need help with is sponsorships, so please do consider providing us with a sponsorship. Information is available via the website to sponsor. On-line sponsor registration will begin with the rest of the application portion of the site, as we said above, hopefully very shortly. Beyond the models and HUGE vendor room, we'll have so many more activities; it'll be hard to keep up with all the options! We've already lined up a world-class list of speakers and seminars, with names like Adam Wilder, Brett Green, Dana Bell, Cookie Sewell, Jef Verswyvel, Dr. Frank Mitchell, Bill Bosworth and more, you can see that we're serious about keeping this show packed with things to do. Of course if you head "outside" the convention, Atlanta has so much to offer, many are coming to make a vacation around the nationals! Well also need lots of help with promotions. Chapter and individual packages will be mailed out over the course of the next several weeks, so you should be receiving information through the mail. Along with that there's the website (consider linking to it from your chapter's website!) as well as these e-mails that will be going around. If you have a club mailing list, news letter, or otherwise, feel free to re-print, pass along or otherwise distribute this information. In this day and age of spam traps and similar electronic blockades (thankfully!), e-mails like this are common victims of spam traps, so those of you that do receive this, please e-mail it on to your modeling friends, your chapters, or anyone else that might find it useful! We're working to make this the biggest and best show in IPMS/USA history, and while we've made great inroads here, the thing that will make it a great show is YOUR attendance, so mark your calendars for next July, and we'll look forward to sharing more information with you very soon! Of course if you have ANY questions about the convention, please do not hesitate to contact us, my information is below, and each of the convention manager's addresses is listed on the website!

All the best,

Paul E. Cotcher  
Chairman, IPMS/USA 2005 National Convention  
[pcotcher@mindspring.com](mailto:pcotcher@mindspring.com)  
<http://www.ipmsusa2005.org>

### **Flights of Fancy - Happy Landing**

All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

Heard on a Southwest Airline flight. "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing and if you can light 'em, you can smoke 'em."

On landing, the stewardess said, "Please be sure to take all of your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane"

"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Ronald Reagan, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

From a Southwest Airlines employee: "Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive.

Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

"Your seats cushions can be used for flotation; and, in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

And from the pilot during his welcome message: "Delta Airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

Heard on Southwest Airlines just after a very hard landing in Salt Lake City: The flight attendant came on the intercom and said, "That was quite a bump, and I know what y'all are thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault, it was the asphalt."

Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day: During the final approach, the Captain was really having to fight it. After an extremely hard landing, the Flight Attendant said, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our airplane to the gate!"

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for

flying our airline." He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?" "Why, no, Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land, or were we shot down?"

After a real crusher of a landing in Phoenix, the attendant came on the horn, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways." A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the Captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, non-stop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!" A passenger in Coach yelled, "That's nothing. You should see the back of mine!"

## **DML 1/35 Scale M4A2 (76) Red Army**

By Cookie Sewll

Kit Review: Dragon Models Limited 1/35 Scale '39-'45 Series No. 6188; M4A2 (76) Red Army; 330 parts (287 in grey styrene, 20 in etched brass, 18 in clear styrene, 2 in black vinyl, 1 in green vinyl, 1 turned aluminum barrel, 1 length of steel wire); price estimated at \$34-40

Advantages: Totally new tooling; probably best Sherman kit to date on the market; great deal of care taken with variant, shapes and components; interesting new touches

Disadvantages: still has a Tamiya-like recessed weld bead on hull sides

Rating: Highly Recommended

Recommendation: for all Sherman and Soviet Armor fans

### **F I R S T L O O K :**

For many years, American kids learned about how Franklin D. Roosevelt and Winston Churchill helped out Iosef Stalin via the program called "Lend Lease" in the US and "Lease Lend" in the Commonwealth. The same was not true on the Soviet end, as the Soviet leaders refused to acknowledge the huge amount of material they received from the West, and the fact that it was put to good use. These items included thousands of aircraft (such as nearly the entire production run of P-63 King cobra fighters) and hundreds of thousands of trucks (the Studebaker US6 and GMC CCKW influenced Soviet automotive design into the 1970s.) But while they also got thousands of tanks, little or none was said about them. According to the inestimable Hunnicutt, just the USA alone sent them nearly 1,700 light tanks (1,336 M3 and 340 M3 Diesel), 1,386 M3 Medium tanks, and over 4,000 M4A2 Medium tanks – 1,990 M4A2 with 75mm guns and VVSS suspension and 2,073 with 76mm guns and both VVSS and later HVSS suspensions. It was only after the collapse of the Soviet Union that word finally came out about the tanks and aircraft the Red Army called "Po Lend-Lizu." In 1996 one of the most remarkable books on this subject came out from a retired Soviet colonel and Hero of the Soviet Union named Dmitriy Loza. Translated by James Gebhardt from the old SASO office at Fort Leavenworth, Kansas, the book told the tale of how the Soviets did appreciate their Lend-Lease tanks and made the most out of the Sherman's in particular. The M3 lights were not too popular as they carried a weak gun and thin armor by Soviet standards (the comparable T-70 carried a 45mm gun and had thicker armor) nor were the M3 Medium (General Lee types) as they quickly earned the macabre nickname "Grave for Seven Brothers." But the M4 Mediums – Shermans – were popular as the Soviets liked their performance, reliability, and the twin diesels gave them the additional ability to move in first gear with only one engine so slowly and quietly the Germans would not detect night attacks until they were right on top of the hapless "Hitlerists."

Loza commanded the 1st Battalion, 46th Guards Tank Brigade, for most of early 1945, and was the officer in charge

of the detachment that took central Vienna. Photos show tanks of his battalion and his command tank (side number 900) in various spots around the city. These tanks were M4A2 76mm wet stowage types with VVSS suspension, most of the photos also showing them as fitted with T49 "three bar cleat" type steel tracks (the Soviets did not like the rubber ones). Later, during the race through Manchuria in August 1945 Loza commanded the 46th Guards Tank Brigade as part of the 9th Mechanized Corps. By then the brigade had reequipped with M4A2E8 (HVSS) tanks, which they liked even better for the wider tracks and the fact that they were less likely to get stuck in desert and swampy terrain. But at the end of the campaign, when the tanks were returned to US control, he was horrified that all the US did was take them out to the 12 mile limit off the coast and dump them in the ocean. Many tanks were then kept, and at least one was reported still in use as a railway switching engine (!) in the early 1990s. Loza notes the Russians really loved the tank, dubbing it the "Emcha" (from its Russianized pronunciation - "Em Chetyriy") and calling themselves "Emchisti." (They also loved the fact that every new one appeared to come with a fifth of American bourbon packed in the gun breech, a gift from American workers to their Soviet comrades!) I have wanted to do up a good M4A2 for some time, but the resin conversion kits still left a lot of work to do to fix up any other kit. The Academy one really piqued my interest – based on the really great M12 SP 155mm gun kit they did – but was a real disappointment when I opened the box and noted all of the errors and shortcuts taken with the kit. Steve Zaloga was a major consultant on this particular kit, and as we see each other regularly I was able to follow this kit in its evolutions. Having seen two different "test shots" I was eager to see the final result, and while not perfect it is really a very nicely done effort, easily being the best overall Sherman kit on the market up to this point in time. DML has really "tightened its shot group" and is aggressively going after the intermediate to advanced level modeler, and this kit shows that to a great degree. It comes with some of the most requested items by that level of modeler – turned aluminum gun barrel, wire for the tow cable, etched brass, choice of suspension parts for intermediate or late production tanks – as well as one other modelers have again begun to request in larger number – one-piece vinyl tracks. These latter are something new for DML in 1/35 scale, but are really pretty much right on the money to meet requests. The tracks are a bit thin in comparison with scale, but the goal appears to have been to provide tracks with realistic connectors (e.g. between the track links, not on them) and thus still leave them flexible. Anyone familiar with the old Tamiya M3 track with connectors ON every link and Italeri M4A1 tracks which cause the suspension to bow up as they do not flex will understand this compromise as a rational one. If you're still not happy, RHPS makes a great set of 1/35 "pop together" three-piece link sets of T49 tracks. Also the "included" accessories come fastened to a separate sheet of cardboard inside a bag, so they are easy to spot and not get lost. They also include (as well as the tracks, barrel and cable) a set of etched brass for the light guards, cable tiedowns and viewer guards, as well as a large selection of clear styrene viewports and the headlights. Originally the solution had been to mold the commander's vision cupola in clear styrene as well, but this makes better sense. Also included is a olive green vinyl mantlet cover simulating canvas, somewhat like the one provided with the Skybow M41A3 kit a few years back. However, I could not find seam one on this part, so kudos to DML for a great job of molding! The rest of the kit comes from four different main sprues. A covers the new M4A2/A3 main hull components (however, this seems odd, as this kit is clearly an A2 from the ground up); B the T-23 type 76mm turret with oval loader's hatch; two D sprues, with the "spoke" type welded wheels and idlers plus "raised" idler mounts. as well as an M4A2 lower hull with the correct access panels; and two V sprues, simply labeled "VVSS suspension." These provide the pressed steel type wheels (with backs) and "straight" idler mounts. These appear to have been reworked for the retooled Sherman Firefly VC kit, as they contain all of the British "bits" such as smoke grenades and glacis spare track racks. Many of the parts provide optional settings or choices. Viewer mounts are separate so the viewers may be turned, fuel cap covers are separate and may be shown either open or closed, the muzzle brake, M2HB and bow .30 caliber all come with their muzzles pierced (no drilling!!!) And the former is in one piece as well. The engine deck and grille doors are also separate, and there is a "tuck up" grille (Part A53) for the rear part of the hull where the original had one. Model companies are finally deciding that "you wouldn't flip it over" is no longer a reason to leave out parts. The turret does go a far piece down the road capturing the subtle shape of the "T-23" style turret, and with some work and good assembly will make most modelers quite happy with the result. The hull DOES have an accurate slope to the rear plate unlike the unhappy Academy one, but still bears engraved weld beads that should be flush or slightly proud of the top of the hull edge. While niggling details, they do sort of prevent the kit from making a 10.0 splash in the pool. (Enough of the Olympic references.) The model comes with decals for two tanks: one from the 2nd Tank Army, Berlin 1945, and one from the

8th Guards Mechanized Corps, 1944-1945. For no reason that I can determine, the person making the directions seemed to put HVSS tracks with extenders on the head-on and top view of the tank – while totally meaningless as they have nothing to do with markings (except to show overall colors) it is somewhat comical considered the accuracy shown in the rest of the kit! Alas, Loza's tank was not one of the chosen few, but that's a small price to pay to get a good basic kit to start with when building one. Well, I was going to have to add logs, 200 liter fuel drums, and a lot of kit anyway... Overall, this a very good kit and should make most "Shermanoholics" happy. I know I am. Thanks to Freddie Leung for the review sample.

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**Page created Sept. 28, 2004**

# Quad-City Scale Modeler Society's November 2004 Newsletter

## The Meeting Minutes:

We had a good meeting with Keith, Bob H., Brad, Larry, Mike, Steve and RK attending.

Discussion started with the up coming Regional next year, it was voted on to keep the same shirt design for our shirts unless we get something different Butch O' Hare show. We put off a decision on the logo for the trophies until next meeting. By the way, I would like to apologize to any of the Butch O, Hare members who may read this for the 'i' instead of the 'u' in last newsletter. We decided the trophies should say IPMS Quad Cities Region 5 - 2005. Some one brought up looking into getting club hats made up. It was also decided to see if we could get trophies samples made up so we could see what they would look like or if they could be made at all. **John made a motion to have another meeting next month regardless of the Chicago show so we could talk about our April show. It will be held at 1:00 pm, Nov. 6<sup>th</sup> at the Deere-Wiman Carriage House, our usual meeting spot and time . It was suggested and agreed upon not to bring any hobby related material to the meeting so as not to distract us during the meeting. We are NOT going to use the building on our usual meeting date, Nov. 13th so don't show up on that date if you're not going to Chicago...**be aware that you will have to get your fill of comradeship and human kindness either on the 6th or let it coast for a month. It was suggested RK get the flyers printed up so we can pass them out to local hobby shops and put it in the newsletter. RK also strong armed Mike into making some good maps for the hobby shops and one for getting to the Arsenal for our out of town guest that we could pass out at the show. If there is any where else of interest anyone can think of should be brought up at the next meeting. The only other thing I could think of was a couple good eating places or shopping area maps. The treasurer reported: we have a balance of \$2992.96 plus about \$14 in change which I do believe is more money than this club has ever had in its history. It was brought up we have been lucky the tax man hasn't hit us up at our show, hope this holds.

## Show and Tell

Larry brought in the Roden S.E. 5A 1/48 and Fokker DVII 1/48 he also had the AZUR Polikarpov I-16 type 10 1/32. He was a little disappointed with the lack of detail with the last one. He also had with him the cutting Edge ME-109 Type 110 cowling 1/32 for the Hasagawa kits. He also had books and other decals he brought with.

Shawn brought back his Curtiss Seahawk SC1, and his Russian float plane which at this stage of the game is just about ready to paint. He also had an Airfix AR196 and a MPC Roland that some one had given him that he has cleaned up and they were looking pretty presentable. These were all in 1/72 scale including the pilot that he had straightened out to look more realistic. He said these will be at the Regional in April. Remember the QCSMS has never had a R-E-G-I-O-N-A-L "EVER" and it may never have one again. It sure would be nice to see work from all our club members at the show. If for nothing else just to push our numbers of entries up or just to say we all participated in a Regional. Because like Larry said on Saturday the Regional is only one step down from The National Convention.

An email from Pat Sidley, one of our founding members:

I just received the National Convention issue of the IPMS Journal and saw the chapter received the Chapter of the Year award. Fantastic!!! Give my congratulations to all the members of the chapter. That's something we never thought of when Bob, Larry Wright and some other guys got together in my family room in 1976. We hope to see you at the Regional in April. Keep up the good work.

Pat Sidley

## The Dates:

November 13: Chapter meeting

**November 13:**  
**IPMS/Butch O'Hare 22nd Annual.**  
**Lakeview Junior High, 701 Plainfield Road, Darien, IL**  
**Contact: John Wendt. [jwendt@aol.com](mailto:jwendt@aol.com).**

December 11: Chapter meeting, Christmas party and gift exchange and annual What If? Contest.

January 8: Chapter meeting

February 12: Chapter meeting

March 12: Chapter meeting

April 2: IPMS/Plastic Surgeons. Valley Free Church, Des Moines. IA. Contact: Greg Metge. [gmgaha@mchsi.com](mailto:gmgaha@mchsi.com).

April 9: Chapter meeting

**April 29 - 30, 2005,**  
**REGION 5 CONVENTION,**  
**Hosted by IPMS/Quad Cities.**  
**Holiday Inn Convention Center, Davenport, IA.**  
**Contact: Glen Broman, [grbroman@aol.com](mailto:grbroman@aol.com)**

**July 20-23:**  
**IPMS/USA NATIONAL CONVENTION.**  
**Hosted by IPMS/Metro Atlanta**  
**Cobb Galleria Convention Center Atlanta, GA.**  
**[www.ipmsusa2005.org](http://www.ipmsusa2005.org)**

The Des Moines Hawkeye Modelers Show

While you guys were having the regular meeting, I went up to Des Moines to attend the Hawkeyes show and drop off some flyers and drum up some support for the Regional. About 100 models were entered, but attendance was very sparse. There were two vendors in attendance. I didn't get a chance to buy tickets for the raffle as they kept moving the draw times back and Topher and I had to head back to Iowa State before the homecoming football game started. We did sell four more tables for the Regional and I dropped off flyers at the show plus the two local hobby shops. I also picked up some good references at Half Price Books in Des Moines, a very cool store. One of the guys at the show said he would be interested in sponsoring 2 categories for the show.

Ford Focus SVT Tuner

Revell kit #: 2187, Scale: 1/24

Reviewed by Tim Leicht, courtesy GTR Modelers

The Tuner craze is the fastest growing segment of Automobile Hot Rodding these days. Just take a look at the traffic around you and I'm sure you will find a Japanese, German, or yes, American compact decked out with 17 inch wheels, BIG exhaust, cool sound system, and wild paint job all over the place. These are the teenage new-age Hot Rods for the millennium. Did you know the average age of a NHRA member these days is 57 years old? That's the AVERAGE! The kids today are the future of Hot Rodding. You figure it out. Revell has taken the Tuner Craze to modeling in a big way. This Ford Focus, the third kit in their series of Tuner cars does not disappoint. There is a lot of stuff in this kit, more parts than you can use on one car, and it allows the builder two choices. Read on. First, the body. The molding is very crisp; body lines are spot on, with separate door handles, opening hood, and your choice of two front valance panels, two sets of rocker panels, and an optional high rear wing. All glass is separate pieces, with no door glass included. The bottom of the unibody is a separate piece, nicely molded with fuel lines, fuel tank and heat shield detail included. Properly painted, this part would look very realistic. My only problem is the RV China 2003 marks that need to be removed as they stick out. Put it on the other side, Revell! The engine assembly is an eight piece assembly with nice detail, and if the heat shield

is left off the exhaust, it looks like a real set of headers. There is no K&N air intake in this kit, but I'm sure that could be pirated from one of the Japanese kits with minimal effort. The engine bay is well represented with separate radiator, cooling fans and cooling reservoirs. The exhaust system gives you to choices of mufflers and is nicely molded. Front and rear disc brakes are included, but only the exposed side is detailed. Suspension detail is nicely done, with separate struts, making it easy to paint those coil springs in one of the aftermarket wild paint colors. The interior is great! You get a choice of stock or racing seats, a full blown rear hatch stereo system with amps and speakers, nicely detailed door panels and dash, and even a visor panel to mount the rear view mirror to. Now to the good stuff. You get three, yes THREE choices of wheels, and FYI, these all interchange with the other Tuner kits from Revell, so now you have 9 choices of wheels for these cars! Keep up the good work Revell! With the two other new kits coming out (the Eclipse and the Honda Civic) you will soon have 15 wheel sets to choose from for any of these cars. The decal sheet is nicely done with carbon fiber decals for the hood and spoiler. I'm not real fond of the license plate instructions to use the backing paper for a plate mount, and the flame decals are a bit much to look at. The Toyo tires are nicely done, with realistic tread patterns as used on high performance tires. Another nice touch is the real metal big sized exhaust tips. Just the thing to make your Tuner car look like the real thing. This is nice kit, a worthy addition to the Revell line of Tuner cars, and I highly recommend this kit, if for nothing more than the extra parts that can be used on other cars. Buy one!

Review - DML 1/35 Scale Sd.Kfz. 251/6 Ausf C

By Cookie Sewell

Kit Review: Dragon Models Limited 1/35 Scale '39-'45 Series Kit No. 6206; Sd.Kfz. 251/6 Ausf. C Command Vehicle; 568 parts (546 in grey styrene, 14 in PVC vinyl, 7 in etched nickel, 1 in etched brass); price estimated at US \$32-34

Advantages: Bright, new kit of a variant only available in an obsolete kit; great job of rendering details.

Disadvantage: PVC figures will not be popular with figure modellers.

Rating: Highly Recommended.

Recommendation: for all German and radio equipment fans.

Why, in the very early days of the Second World War, were the Germans successful? This is an old question, and one rarely given realistic discussion. It was not due to their "great" tanks, as most other nations in 1939-40 had superior tanks to the German efforts. It was not that their tactics were so brilliant, as many other nations had similar plans. But it was due to one word – communications – where the Germans excelled over every other force on the battlefield, or did until the Americans showed up with better radios and command vehicles. The Germans had conceived a complete family of vehicles that were fitted with communications to deal with every contingency and cover every echelon from mechanized infantry squad up to army and theatre command levels. Each had precisely matched radio sets for a specific purpose. Commanders in France, up against French armor and artillery, simply made direct calls to artillery units or roving Stukas to deal with the obstacles. The French, unable to respond at the same rate of speed, were soon blasted off the battlefield. Ditto the Soviets and the British in North Africa. Nearly all of the German communications at the time were medium- or high-frequency amplitude modulated (MF or HF AM) signals, produced by a networked system of communications. The radios varied in power from five watts for low level (infantry regimental internal communications) through 20 watt tank radios, 30 watt divisional command radios, 80 watt Panzer division command radios, and finally high-power sets of 100 to 1,500 watts for higher level command. Command vehicles were created for specific purposes, and the first major armored command vehicles were the Sd.Kfz. 251/3 series and Sd.Kfz. 251/6. Most of the first series produced used the Ausf. A chassis, as few were built and they were seen as not quite as suitable for combat as the later B and C models. Production/conversion of these vehicles ran up until 1943. Each vehicle was provided with a suite of radios matched to its purpose and echelon, and as a result the crew could maintain communications for the supported commander and his staff with both subordinate and superior headquarters. The /6 series was designated for divisional level command and above (corps, army and army group) use. The Sd.Kfz. 251/6 came with a large number of communications sets: 1 x Funk f (low-power HF AM set from 20-21.475 Mhz for inter-vehicle communications). 1 x Fu 6 (medium-power HF/VHF AM set from 27.200-33.300 Mhz for communications with tanks). 1 x Fu 11 (high-power MF AM set from 0.200-1.200 Mhz for corps and above communications). 1 x Fu 12 (high-power MF AM set from 1.200-3.000 Mhz for

division level combined arms command and control). 1 x Fu 19 (an auxiliary command radio set). Some vehicles, at higher echelons, also were provided with an "Engima" three-rotor cryptographic machine (whose broken messages were classified ULTRA by the Allies) for use by senior commanders for direct communications with theater commands such as OKW or OKH. There is a famous photo of General Heinz Guderian in his Sd.Kfz. 251/6 command vehicle watching two radio operators break out an "Enigma" message. For years, anyone wishing to build a model of the command variant (or convert one to the lower echelon /3 models) was stuck with the ancient Nitto Sd.Kfz. 251/6 Ausf. B model, which dated to the early 1970s. This was a dog – motorized, with rubber band tracks (the motor went in the engine compartment and the two AA batteries were fitted to a "trailer" that followed it around) and with no details to speak of inside. The "radios" consisted of a simple two-piece component that fitted in the back of the right side of the hull. Up until now, no other company had offered one of these variants, but now DML has created a really decent model of it. The new kit is based on DML's recent C model – making it somewhat later than the early campaign vehicles, most of which as noted were A conversions – but is a gem. Two new sprues with a total of 83 parts are provided for the interior details and the radio sets, as well as the "clothes rail" antenna and a mast antenna provided on the later variants. This latter item comes with an etched brass "crow's foot" antenna head for it, making it relatively easy (if fragile!) to replicate. The kit retains the A, B, C, D, and E sprue sets from the earlier /1 kit intact, but adds the new F and G sprues with the radio and interior bits. They also include a driver (Z) and a set of two radio operators. These latter will no doubt cause a bit of unhappiness, as they are made from PVC vinyl and while the directions indicate they can be assembled with ACC cement, they are going to be hard to clean up and harder to paint. This is a shame, as they come with three distinctive heads each (two with sidecaps and different headsets, one wearing what looks to be a leather Luftwaffe helmet) and would be great if they were styrene.

The rest of the kit is the same, EXCEPT that the model does not come with the internal water tank. Comments indicate that fans who are really into the German halftracks found out that this was only used in the ambulance versions of the 251 (Sd.Kfz. 251/8.I and 8.II), and photos seem to bear this out. DML has therefore corrected the kit – the /6 comes with what appears to be a manpack radio for short-range communications in that position. The actual command radio console goes from the wimpy two-piece Nitto effort to some 45 parts, and can be intimidating! (Note: I do not have a wiring diagram for these sets, but can assure you that they will look better if "plumbed" with connecting cables, antenna leads, headsets, telegraph keys, or microphones.) The rest of the kit is verbatim /1 and has the two-piece track links for the track runs. The directions are not real helpful with these (they are installed per the directions in Step 13 as a "stick here" with parts E1 and E11 called out, but no numbers and only an arrow indicating where they go; it does not call out how many or which way they face, either.) Note that not all of the Sd.Kfz. 251/6 vehicles mounted the extendable mast unit at the right rear of the hull, so if you can get research photos of a specific vehicle it would help. At least one photo exists of what is reported to be a /6 (note the /3 looks alike externally with the same "clothes rail" antenna) with no mast and a 2.8 cm Gerlich gun fitted at the front of the roof! There are two decals sheets included in the kit (!), one for the suggested finishing options and one which is a set of license plates and "number jungles" as model railroaders call them to make up your own plates. The kit provided ones are for command vehicles from the 11th Panzer Division, 9th Panzer Division, 4th Panzer Division, 24th Panzer Division, 39th Panzer Division, and one unknown unit. They range from grey (of the "Barbarossa" 1941 period) to three-color schemes from later in the war, but no estimated dates or locations are given. Overall, while I wish it had provided a bit more history and locations for the recommended marking options, the kit itself is amazing and it should be popular. Unless, of course, you hate wiring and consider anything with radios "wiggly amps things..." Thanks to Freddie Leung for the review sample.

#### Love Bug Kit Build Up

Subject: Love Bug (VW Beetle)

Mfg: Polar Lights Kit #: 6816 Scale: 1/24

Reviewed by Chuck Herrmann, courtesy GTR Modelers

When I saw this kit announcement at the 2003 International Hobby and Model Show in Rosemont last year, being a VW guy I was excited. So when it came out I was able to get one quickly and wrote a first look article that appeared in this newsletter two months ago. Now, having completing building the kit I will pass along my experience on how it all goes together. If my first look article was generally favorable, I am afraid that now my opinion of this kit has dropped

considerably. Some other reviews I have seen have compared this very favorably to the Tamiya Beetle kit, only cheaper. Sorry, but not even close. In deciding on a version to build, I chose not to do the "Herbie" race car. The wheels and top would not be very accurate; also the markings are really cheesy stick ons, not waterslide decals. The soft top for the sunroof is a molded piece that snaps into four holes, it looked like it would not look very realistic to me. So I filled in the holes on the roof. The wheels on the real car are much deeper and wider than the kit versions. Also the kit wheels are very simple, with no detail so you cannot use them without the dog dish wheel covers (which do not have any VW logos, as does nothing else in this kit). So I decided to make this a rat rod, the wheel design would look good painted red with the covers, as often seen in this genre. Assembly was not without problems. The instructions, while just one fold out sheet, are clear enough. While this kit is labeled as a snap together, it is a full detail kit, with engine and suspension, and there are many places where glue is needed to ensure a solid fit, especially in the engine. The heads and valve covers of the boxer style engine are separate assemblies that push into the block. I had problems aligning them, and the pegs eventually broke. When I glued them on they were no longer level, this caused problems with the muffler /tailpipe assembly, which did not sit level under the rear valence, And the trunk/engine cover would not close until I cut off a few pieces. So be careful with the engine assembly. This kit features an opening hood and trunk. This is tricky to install, I had to trim a bit to allow the hinges, which screw into the body, to locate properly. The front hood eventually sits correctly on the body but it is so loose it does not stay up. The interior, which builds up off a floor pan, went together without too much problem. The seat backs required a lot of filler, but that is a common problem. On my example I used the Scale Motorsports Faux Fabric grey, which goes on nicely and simulates fabric texture. Except once assembled not much of the interior is really visible. The suspension has a lot of pieces, with metal axles running through the middle, but it all went together smoothly and the wheels turn. I thought the front was too high, maybe okay for a stock Beetle but not a custom so I cut off the tabs on the inner wheel and then superglued them lower on the brake. The chassis fit under the body with just a bit of wiggling. But, true to the snapper design, the body is held on by a screw which is very visible when done. The body and final assembly were next. The clear headlights push into chrome buckets, and the mounting posts are barely visible, unlike some simplified kits. The same for the taillights, which need to be painted (I use Tamiya Clear Red and Orange). The front turn signals are chrome pieces which push into the top of the fenders, the lenses need to be painted clear red and it looks okay. The mirrors and door handles are separate chrome bits that are pushed in. The wipers are thick molded on blobs; I cut mine off, trimmed them down and glued them back on. But I should have used aftermarket of parts box pieces. The worst part of this kit is the bumpers. They are chromed, but are too thick and bulky looking, and when pushed in they look very toy like and stick out way too far. And the rear tailpipes come all the way out past the bumper, which is way too long. I wound up leaving the bumpers off, and cut back the tail pipes and used some aluminum tubing. In summary, this is not a bad kit, considering its snap design and intended audience. But the snap fit does not always work, and the wipers and bumpers make it look a bit too toy like for me. However, younger and casual modelers will probably be satisfied. The Tamiya and Hasegawa kits are still the way to go for an accurate replica. But having said that, I have bought another kit to use as a base for a modified Beetle roadster curbside project (see the back cover), as the solid assembly makes for a sturdy base if you do not need a super detailed chassis.

#### A new Special Interest Group (SIG)

Scale Firebombers.com is a site dedicated to building models of firefighting aircraft. The website serves as the homepage for the new IPMS Firebomber SIG. The site features a model gallery, a "Aircraft" section that has walk around pictures of actual firefighting aircraft, and a 'SIG Corner' that has a Discussion Forum. The goal of the website is not only to promote that aspect of our hobby, but also to show kit, decal, and aftermarket manufacturers that there is a large interest in this subject. Hopefully, this will encourage manufacturers to create and release more firebomber-related items for the scale modeling community.

#### Contact info:

Dan Farnham, IPMS #43360, [webmaster@scalefirebombers.com](mailto:webmaster@scalefirebombers.com)

IPMS USA Chapters exclusive special offer

Dear IPMS members USA,

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Yours, in modelling,

Mark Peacock

Sales Manager

NOTE: We discussed this at the last meeting and have several guys who want to go in on a book order.

Olive Drab - A Thesis!

By Fred Fark, courtesy RMS

Being new to painting US tanks, I set out on a quest to find the Holy Grail, Olive Drab 9 in a bottle. I did search on various forums to see what people were using for OD, but they usually cite Steve Zaloga's Tamiya OD choice. Well, I'm an enamel kind of guy!

My two primary references were Steve Zaloga, in Military Modelling, 2002, #3, & Robert Archer's article on USAAF colors which appeared in Modeling the Second World War (Fine Scale Modeler). In these two articles, I gathered the following: USAAF OD41

Was a shade darker than AGF OD9 (OD9 = OD319 = OD22, QM 3-1). Mr. Archer stated that Tamiya OD was a near exact match for OD41, & Mr. Zaloga liked it for OD9, lightened with a little ochre. So far, so good, as OD41 is supposed to be darker than OD9. Never having seen before a real color chip of OD9, I was intrigued by this Color. The best I could do to get an appreciation for OD9 was to take Tamiya OD (XF-62) & lighten it as directed with dark yellow (XF-60). I did this in various concentrations to get a feel for this beast. To my delight, I found out that lightened Tamiya closely resembled an enamel! Testors Green Drab (1787). As a double check, I lightened the Testors with Humbrol Ochre (83), and as I hoped, this matched Steve's second choice, Polly Scale OD

(505370). Steve said that this Polly Scale was like a lightened shade of OD, & would serve well for Scaling the color down to suit your model. But for you acrylic guys, you might like to know this: Polly Scale actually has a better choice than the one Steve tested in his article. Try USAAF OD (505224) If you like a slightly darker version of 505370. I believe had Steve tested this one, it would have been a closer 2nd choice than the Polly Scale he chose. So, in summary, from darkest to lighter, it's Tamiya > MM Green Drab > PS 505224 > PS505370. These colors when lighted with Ochre, are all on the same linear color line. I hope that someone who has an actual WW2 color chip can test my theory

that OD9 in a bottle just might be Testors 1787. Lastly, the color chip in Mr. Zaloga's Stuart model book (Osprey) is very wrong. The printing was screwed up.

Upcoming releases:

#### TAMIYA

- 1/32 LOCKHEED MARTIN F-16CJ [BLOCK 50] FIGHTING FALCON (late Nov release)
- 1/48 GERMAN TIGER I EARLY PRODUCTION (32504) (late Nov release)
- 1/48 GERMAN SCHWIMMWAGEN TYPE 166 (32506) (late Nov release)
- 1/700 U.S. NAVY BATTLESHIP BB-62 NEW JERSEY[1982] (early Dec release)
- 1/48 MESSERSCHMITT Me262 A-1a CLEAR EDITION (FINISHED MODEL) (mid-Nov release)
- 1/35 JGSDF LIGHT ARMORED VEHICLE (FINISHED MODEL) (Dec release)

#### HASEGAWA

- 1/48 Mitsubishi F-1 (PT 35) (Dec release)
- 1/32 Nakajima Ki-84 Hayate (Dec release)
- 1/48 P-40E Warhawk (Dec release)
- 1/72 Heinkel He111P-6 (Oct release)
- 1/48 Harrier GR.7 (Oct release)
- 1/72 Sd.Kfz.234/2 Puma (Dec release)
- 1/700 JMSDF Oyodo/Sendai (Nov release)
- (Oct releases)
- 1/200 Boeing 777-300 JAL
- 1/48 A-4N Skyhawk
- 1/48 RGF-4E Phantom II [501 Sqd] (
- (Nov releases)
- 1/48 Mitsubishi XF-2B
- 1/48 F-14A FV-111
- 1/48 F-104S Nato 50th Anniversary
- 1/48 Bf109F Trautloft
- 1/48 F-8E (FN)
- 1/48 F-110A Phantom II (09581)
- 1/48 P-38J 459 FS
- 1/72 F/A-18F VFA-154
- 1/72 RF-4C 192 TacReccSqn
- 1/72 F/A-18C VFA-82 (00743)
- 1/72 F-117A
- (Dec release)
- 1/48 Hs129B-3 9.SturmG
- 1/48 Ju87R-2 2.StuKaG
- 1/72 F/A-18E VFA-27
- 1/72 F-14B VF-102
- 1/72 AV-8B Harrier II VMA-223

#### Fine Molds

- 1/72 Bf109F-2 (FL-1)
- 1/72 Bf109F-4 (FL-2)
- 1/72 Me410 A-1/A-3 (FL-3)
- 1/72 Me410 A-1/B-1 (FL-4)

## AOSHIMA

1/48 Airwolf

1/100 Nihon Maru

1/100 Kaiou

1/700 JASDF accessory Note: F-15, F-4EJ, F-1, Hawkeye intended for dioramas/collections

1/700 Tirpitz includes Type-Z DD

1/700 Bismarck includes Type-Z DD

1/700 IJN Kuroshio

1/700 IJN Isokaze

1/70 Mayflower

## PITROAD

1/700 IJN Aoba [1941]

1/700 IJN Kinugasa [1941]

## Armor:

1/35 JGSDF Type 82 Command/comms vehicle

1/35 JGSDF Type 87 Recce. Combat vehicle

1/72 JGSDF Type 61 MBT

1/72 JGSDF Type 74 MBT

1/72 JGSDF Type 90 MBT Naval:

1/700 LCC-19 USS Blue Ridge

1/700 LCC-20 USS Mount Whitney

1/700 Sovremenny Class DDG BOEVOY

1/350 Akula Class

1/350 Type 23 and Type 206A U-Boats Other:

1/35 IJA Type 89 howitzer +4 figures

1/35 IJA Type 91 howitzer +4 figures

1/35 IJA Type 98 6t prime mover +3 figures

1/35 IJN Type 96 twin 25mm +3 figures

1/700 WW2 German Tank Set 3 each of Elefant, Nashorn, Jagdtiger

1/700 WW2 US Tank Set 3 each of M24, M4A1, M12

1/700 WW2 Russian Tank Set 3 each of SU-100, ISU-122, IS-II

1/700 USAF A-10 Thunderbolt II set of 5

1/700 USN F-35 Set of 5

1/700 An-225

## FUJIMI

1/700 IJN Myoko

1/700 IJN Nachi

1/700 IJN Yamato [final outfit]

1/700 IJN Musashi [final outfit]

1/48 T-2 JASDF 50th Anniversary

1/48 F-15J 306 Sqd JASDF 50th Anniversary

1/48 F-1 6 Sqd JASDF 50th Anniversary

1/72 F-14D Super Tomcat (royal collection)

1/72 F-14A Tomcat (royal collection)

## DML D-Day Figure Sets

By Cookie Sewell

Kit Review: Dragon Models Limited 1/35 Scale '39-'45 Series Figure Sets:

Kit No. 6234, U.S. Army Airborne Normandy 1944 "60th Anniversary of the Normandy Campaign"; 117 parts in grey styrene; price about \$8.95.

Kit No. 6235, U.S. Rangers Normandy 1944 "60th Anniversary of the Normandy Campaign" Series; 126 parts in grey styrene; price about \$8.95.

Kit No. 6236, U.S. Infantry 2nd Armored Division Normandy 1944 "60<sup>th</sup> Anniversary of the Normandy Campaign" Series; 135 parts in grey styrene; price about \$8.95.

Kit No. 6237, U.S. Army Anti-Tank Team "60th Anniversary of the Normandy Campaign" Series; 147 parts in grey styrene; price about \$8.95.

Kit No. 6211, U.S. 29th Infantry Division Omaha Beach D-Day 1944; 151 parts in grey styrene; price about \$8.95.

Advantages: 60th Anniversary kits all come with new sprue of 48 parts as accessories; 29th ID kit has great poses for diorama artists.

Disadvantages: not British; will not yet assemble and paint themselves (!).

Rating: Highly Recommended.

Recommendation: for all D-Day and US WWII fans.

Dragon has a nice idea that they have been using this year – obviously tied into marketing related to the 60th Anniversary of the D-Day landings and the battle for Normandy – to re-release some older kits that have been off the market with new parts and at reasonable prices. The 29th ID kit is new and is another of the latest kits from DML with six figures per box vice four. The "60th Anniversary" kits are old friends – the Airborne kit came out as #6010 in 1994, the Rangers as #6021 also in 1994, the 2nd Armored figures in

1999 as #6120, and the antitank teams as #6149 in 2001. All are great sets and set the standards that DML has maintained in this area for over a decade. The main difference with these kits is a new sprue of 48 parts that adds a lot of accessories and flexibility to the kits, and literally enhances them and their use. The new sprue – dubbed "M-35Figure-C" – provides the following parts: four new heads, all complete and all bare; four new helmets, one with mesh and one with mesh and scrim attached; two German-style "teller" mines; two pistol holsters; four bayonets; two WWI type (fixed) and two WWII type (folding) entrenching tools; two M1A1 "airborne" folding stock carbines; an M1 bazooka with two rounds and a carry sack for three; a BAR with choice of bipods and handles; three M1 rifles (one regular, one with bayonet, one with grenade launcher and grenade); two Thompson submachine guns, and one twin and two single barrel cases. For good measure, two sections of logs are also provided as props. The totally new 29th ID set contains six figures in assault poses – one prone, three kneeling or crouching, and two running. All come in the correct leggings and shoe dress, however, none is wearing the US beach assault vest created for D-Day. One is still wearing his chest life preserver, however! They all come with the usual kit – canteen, bayonet, butt pack, ammo pouches, and small arms (two carbines, two BARs, and four M1s). The poses will really be popular as they are very well animated and far from the usual static figure poses. Overall, these are very nice sets and are sure to be very popular in this anniversary year of D-Day. The only grouses I have heard so far are "why aren't the Brits receiving the same level of treatment?" (from British modelers!) and complaints from the extremely lazy that for all of the great value and detail, why can't they put themselves together and paint themselves as well! Just goes to show you can't please everyone. Thanks to Freddie Leung of DML for the review samples.

Created October 15, 2004

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# The 2004 December Newsletter of the Quad-City Scale Modeler Society

## The meeting Minutes:

This was an unusual month as far as meetings went. We had our club meeting the first Saturday for the express purpose of having a coordination meeting for the Regional. Due to the sensitive and pre-decisional nature of the planning information, I will bring those notes to the next meeting to hand out, or will send them directly to club members if they would like them, through email. We also did some model stuff. Go figure. Our regular Saturday meeting was held at the IPMS Butch O'Hare show with five of us in attendance. We did well at the raffle with Glen and Larry leading the race at seven picks each, Randy and Brad each had two confirmed kills and Bob went 0 for Saturday on the picks. There were some good deals and a lot of interesting things on the vendor tables. As usual it was a fun and very well run show. Larry won a Bronze medal for his PAK and a good day was had by all. Randy reports that we have a balance in the checking of \$3344.96. Coming up on 11 December is the annual club Christmas party. Bring some treats and a wrapped gift for the gift exchange. This can be a new model or something you want to thin from your stash, but all we ask is that it would be something you think one of your fellow club members might enjoy. Remember, you have to bring a gift to participate in the gift exchange. We will also be having our annual What If? club contest, so bring something weird to display. If Ed Wahl can make it, he may bring his Phoenix National slides to show. We did manage to find some time for models after the Regional planning part of the meeting was over. Randy brought in a new product called Porc -a-Filler. It sounds vaguely obscene, but it's actually a great filler. It was developed to repair chips in porcelain. It works great on models and dries in 30 minutes. It sands easily and will work into plastic very well. It costs about \$4.00 a tube at Home Depot or Lowes. Ed Wahl brought three Minicraft airliners for show and tell. These are new releases, but they have some interesting problems. The 737-400 comes in three packages. The Delta is not a 400, it's a 300 with instructions and decals for a 300. The Air France kit box says it is a 400, the instructions say it's a 300, the fuselage is a 400, but the decals are for a 300. The British Air box says it's a 400, the instructions call it a 400, but the fuselage is a 300 and the decals are for a 400. These are molded and packaged in China where it appears that quality control is just a funny English word. Ed also brought his slide show from the nationals, but we didn't have time to watch them. I'm not saying I'm long winded or anything, but the planning meeting did go on for quite a while. Ronbo brought a 7.5cm PAK 40 to show as well. Eventually, our fun meters got pegged out and we headed home. See you at the Christmas meeting.

## The Dates:

December 11: Chapter meeting. Christmas party and gift exchange. Annual What If? Contest.

January 8: Chapter meeting

February 12: Chapter meeting

March 12: Chapter meeting

April 2: IPMS Plastic Surgeons show, Valley Free Church, West Des Moines, IA. Contact Greg Metge.

[gmgaha@mchsi.com](mailto:gmgaha@mchsi.com)

April 9: Chapter meeting

April 29-20: Region V convention, hosted by IPMS Quad Cities. Holiday Inn Convention Center, Davenport, IA.

Contact Glen Broman. [grbroman@aol.com](mailto:grbroman@aol.com)

May 14: IPMS/Alexander Lippisch first annual show. Details TBA.

July 20-23. IPMS USA National Convention, Cobb Galleria Convention Center, Atlanta, GA. [www.ipmsusa.org](http://www.ipmsusa.org)

Revell AG 1/32 Audi DTM Racer Kit

Courtesy GTR Modelers

Subject: Audi TT DTM

Mfg: Revell AG (Germany)

Kits #:07115 & 07116     Scale: 1/32

Reviewed by Don Molitor

Package Design: Very nicely packaged. Trees wrapped in plastic, heavy cardboard inner tray to protect parts. Clear window in box top allows the buyer to inspect the body to some degree. That is important, because this is a pre-finished kit. Breakdown: We constantly hear how we need to get kids involved and the manufacturers are obviously trying to capture the interest of the kids. So with the style of this model being aimed at the young modelers, I built this kit as if I were a kid. I grabbed a file and sprue cutter for tools, opened the instructions and began. From start to finish this model took 23 minutes. (I sanded the tires and cleaned all sprue marks with the file. Those steps add about 10-15 minutes to the build). The instruction sheet is printed in color on a light yellow paper. There are no words at all in the build up instructions. Pictures, arrows and numbers outline the 13 assembly steps. This being a kid's model I think some words to identify parts and some very basic modeling skills could be outlined. (Educate your audience). Skills such as clean up techniques, removal of parts from the parts tree of the pre-painted pieces would be nice. I do not believe this would add any cost to the kit and could be done with minimal effort. The actual kit itself builds into a nice shelf representation of the race version of an Audi TT-R. Wheels are very nice, with Dunlop lettered tires. As it is with all pre-finished kits that I have seen, mold lines and casting flaws not something you can correct without ruining the finish. My kit has mold lines on each fender flare and sink marks in the trunk and hood. Other minor problems I encountered (this is a non glue, snap kit) were that the windshield wiper, shifter lever and mirrors required the sticky stuff to hold them on. The only other shortcomings would be the interior tub and the space behind the wheels. The tub is very shallow and unrealistic. When built, you don't notice the interior if it all is left black, but if you pick out the detail the shallow tray would become obvious. Also the lack of inner fender wall to block out the light from shining through from wheel to wheel is noticeable. And the beautiful spoked wheels (pre-painted silver) would be enhanced by some disc brakes. Summary: I think the kit does exactly what it is intended to do. It is easy to build, with little time involved. That is good for parents with young children, and it helps to ease them into the model building process. Not to mention the young one gets a cool car that really rolls. So moms and dads, get the little ones started today. After all, you are just as important to the future of our hobby as the kids.

## BUSH OUTSOURCES CONGRESS TO BANGALORE, INDIA

Citing the growing cost of running the Federal government and the need to cut costs in order to reduce the budget deficit, President Bush announced today that he was laying off all 535 members of Congress and transferring lawmaking operations to a legislative support center in Bangalore, India. "Hey, outsourcing is the way to go these days," said Bush at an impromptu news conference where he announced the decision, adding, "The American people want to see less government waste. Since every one of those ex-congressmen had a salary of \$150,000, this move will cut our costs by over \$80 million per year, and that's not even counting what we'll save on health insurance and retirement plans." Sources indicate that the Indian replacements will be paid approximately \$250 per month. The outcry from the newly laid-off Senators and Representatives was swift. Ex-California Senator Diane Feinstein said, "This is absolutely outrageous. How can a bunch of replacements over in India run Congress?

What do they know about filibusters and committee hearings?" As she was being escorted out of the Hart Senate Office Building by U.S. Capitol Police officers, Feinstein complained that the newly-terminated lawmakers were only given 10 minutes to clean out their desks and leave the building. "I think it's a great idea," said Vice President Dick Cheney, speaking from a secure undisclosed location. "The American people were fed up with that expensive do-nothing Congress which didn't give the President everything he asked for. Our new Indian replacements will be much more cooperative to the President, which is what we all want."

Asked whether the outsourcing may be unconstitutional, Cheney noted, "That's up to the Supreme Court to decide, but they never pay much attention to the constitution anyway. To them it's a 'living document' that will be different every day. The new members of Congress seem thrilled with the attention they are receiving. Speaking from the offices of All-India Legislative Support Centre Ltd. in Bangalore, new Mississippi Senator Ramchandra Shekhar Gupta told reporters, "The Indian people are very hard working and we will do our best as U.S. Congressmen and Congresswomen. And we are going to have some fun too. Just think: we have \$2 trillion of the American taxpayers' money to spend!"

Hello Region 5:

Actually, I have a little bit of news for you this time around. Your feedback concerning the Modelers Achievement Program (MAP) was very well received and will institute some changes. What they will be? I'll know that when an outline of the program is released. PLEASE send your Charter Fee in ASAP. Very soon the grace period will run out and you're SOL. I've heard.....and read that the IPMS/Butch O'Hare Contest went very well. There is a decent review on MODELINGMADNESS and the IPMS/Forum. Speaking of the Forum.....Send your pictures in for the December Gallery!!!! We need your support! I will be off on wed/thurs/fri of next week. Look for a THANKSGIVING Update coming your way! BTW, I need more sponsorships for the Region 5 Convention Categories. HELP SUPPORT the Regional. Contact me for information. :)

Hello Everyone:

This is early but I thought I would place these dates out here for the next IPMS officers' election:

All officers nominations, picture and the bio/paragraph (1/4 page) for the Journal need to be received at the IPMS mailing address by May 1, 2005. The election ballots will be out in the July/August issue.

1. The following positions are elected: President, 1st VP, 2nd VP, Secretary, Historian and Pubs Director and DLC (Director of Local Chapters)

2. A summary of the duties for each are in the CBL and IPMS Operating Handbook. This is available to anyone by asking either MJ Kinney or Dave Morrisette

3. Forms for nomination can be gotten from MJ Kinney. Signatures can be electronic and must have IPMS number and be current with membership. 25 signatures are needed for President and 15 for other officers.

The following are the dates for any constitutional amendments (they need to follow the procedures set forth for signatures, etc. in the CBL, also):

All paperwork with the required approved signatures must be to the main office in Canton by January 15, 2005

IPMS/USA National Office

PO Box 2475

N. Canton, OH

44720-0475

Approval signatures can be done electronically and all necessary paperwork can be gotten from MJ Kinney at the above address or via e-mail. We'll also be glad to answer any questions. After receipt and confirmation of the names, the Constitutional Review Board will go over the items (they will have about 8 weeks) and make their recommendations. Ballots will be done for the May/June Journal with voting going on all summer per the CBL.

Jack Bruno IPMS #25313

Region 5 Coordinator

2003 Regional Coordinator of the Year

More Filler:

Barbara Walters of 60 Minutes (USA) did a story on gender roles in Kabul several years before the Afghan conflict. She noted that women customarily walked about 5 paces behind their husbands. She returned to Kabul recently and observed that women still walk behind their husbands and are now seem happy with the old custom. Ms. Walters approached one of the Afghani women and asked, "You still walk behind your husbands, an old custom that people thought you would try to change, yet you seem happy about it. Why?"

"Land mines," said the woman

ABT Audi TT 2002 DTM

Mfg: Revell Germany Kit: #7119 Scale: 1/32

Reviewed by Tim Leicht, courtesy GTR Modelers

I don't know why more stores are not carrying these little gems of a car kit, but I am glad I got mine! These are the coolest little 1/32 scale race cars I have seen in a LONG time. With virtually no painting required, these kits are a snap

(ha ha) to put together. Let's take a look. Open the box and you will find some the nicest tampo painting you have ever seen. The main body on the Audi is a three piece affair, with the lower side panels painted to match the main piece. The striking red and yellow paint scheme is a real looker when assembled. All I did was give the body parts a quick shot of Tamiya clear to give a more uniform appearance to the graphics. I let it dry over night and started to assemble it the next day. These cars are clearly made for slot car use- PERFECT! The interior tub is basically the top half of the roll cage with minimal interior details. Snap in the pre-decorated glass, and then the interior tub and you are almost done. Push in the front and rear pre-painted lights, mount the mirrors, the only bad part of this kit as the openings in the body are too tight for them, and you are done with the body. Make sure you open up the mirror mounts and glue them in place, or you will break one like I did, putting them on. The lower chassis is one piece, with four snap pieces to hold and locate the metal axles for the wheels. The tires and wheels are gorgeous, with prepainted tire logos. They slide into the axles with very little effort. Watch out when you mount them, as they are different front to back. Slide the chassis into the body, mount the rear spoiler, and you are done! It took me no more than 25 minutes to build mine and it looks great! The only thing I do not like is the lack of a divider on the tub to keep the light from passing through the wheel openings on both sides. Another reviewer of the kit mentioned the same thing and I agree. It is an easy fix with some strip styrene, but it is a little annoying when you see it on the finished car. There are six of these in the series, two Audis, two Opels, and two Mercedes. They are all beautifully decorated and I am sure they will find their way to be on top of many a slot car chassis for authentic looking DTM race cars. Get one of each!

### Testor New Auto Lacquer Colors Review

By Tim Leicht, courtesy GTR Modelers

Now you have ANOTHER choice of paint to coat your model cars with. Testors has released a new line of licensed authentic car colors, in spray and bottles, designed as a two step paint system, with base coat/clearcoat application. I did a test body with the paint and I would like to show you my results, so here it goes. All of the spray paints are some of the most popular muscle car colors from the 1970s, like Mopar plum crazy, etc. To start my test, I took a yellow plastic 1969 Camaro body, and sprayed half of it with Tamiya gray primer. I chose the yellow body to test the opacity of the paint, meaning its ability to cover well. The Tamiya primer was chosen because it too is lacquer based, and I had not received yet the Testor primer. After spraying, I wet sanded the primer before applying the color coat. I chose two different colors to spray over the body. One half was AMC silver, and the other half was Chrysler Viper metallic blue. I used the metallics to test their opacity as well. The blue went on first, right out of the can, and not warming the can first. One small problem however, was when I broke the seal and took the lid off the can, the paint had been sprayed out of the can, and it was factory sealed! (see picture) I dont know if someone on the assembly line test sprayed or what, but it had been used. I sprayed a light first coat and found the coverage excellent. I followed it up with a wet coat 10 minutes later, and it covered the yellow plastic and the primer side the same way, with no difference in color on either side. I let it dry for about 30 minutes, and found the paint finish almost eggshell like in appearance, with little or no gloss. Then I sprayed the silver on the other end of the body, also covering the yellow plastic and the primer. It covered in one coat! There was lots of pigment in the silver paint. I did not like the grain of the metal flake with the silver paint however. It was too grainy for a small scale car body. I think a finer grain of powder should have been used in making the paint. This color too dried to an eggshell like satin finish with little gloss. Now for stage two. I let the paint dry for another hour, and by then it was dry to the touch, with no tacky finger prints left behind. I did not wet sand the body at this stage, because it was just a scrap body and I did not prep it as well as I usually do, so there were some flash spots left on the hood and fenders, and I would have sanded right through the paint. So, I chose to clearcoat without wet sanding. I had not yet received the Testor clearcoat so I decided to experiment with Tamiya clear gloss over the color coats. I applied one mist coat of clear and let it sit for ten minutes, and then gave the body two wet coats. I let that sit for an hour, and was by then dry to the touch. There was still a semigloss appearance to the body, and there was no adverse reaction to the paint by mixing Tamiya with the Testor color coats. I then applied two more wet coats of clear, and let it set up for two hours. By then it was dry to the touch, and I had no problem holding the body with my fingers. I put the body back on the stand to rest overnight. The next day, the body still had a semigloss appearance, even with the four coats of clear. So, out came the polishing kit and I proceeded to polish out the body two times. NOW the gloss came up and I was quite pleased with the finish. I was also

glad that the Tamiya clear went over the color with no reaction. That has been my choice of clearcoat for sometime now, and I think it is the best out there. As for the Testor paint, here are my findings. First, this paint smells and flows out very similar to Pactra RC spray paint, also made by Testor. I have a strange feeling that this new lacquer is the offspring of the Pactra RC paint. Second, I found the paint to be quite opaque, and covers very well, and lives up to its two step process, requiring a clear top coat. Third, it is compatible with Tamiya lacquer, which for me is a good thing! I think Testor has come up with some nice paint that goes on easy, and dries a lot faster than their oil based enamels. Try it, you just might like it! Hopefully, there will be more colors coming, to expand your choices. Highly Recommended.

#### Guest Report—Aris Pappas

Aris Pappas chairs the IPMS/USA National Contest Committee. He reported on some issues and ideas since the 2004 Phoenix Nationals. We blatantly stole this article from the IPMS Will-Cook newsletter, for which we are grateful, as it is less typing for all concerned.

- The Phoenix Convention was simply wonderful, with lots of models and an overall high quality to boot. There were several surprising incidents that should be reported, as well as some significant decisions that will make the contest even more interesting, exciting, and accessible to the general membership.
- The first surprise was the accusation of sabotage, leveled by one modeler in the contest against another. The first was sure of what he saw; the second equally adamant that the first was mistaken. Regrettably for both parties, there were no other witnesses, which leave us in an irresolvable situation. Regardless of what did or didn't happen, the incident serves to remind us that our contest represents a room full of valuable and delicate items that require careful security—a job for all of us.
- The second incident may be, if anything, even stranger. After the convention, we received a call from a modeler asking that we insure his name was correctly applied to his winning model in the *Journal*. He felt he needed to call because the model had not been entered under his name! In fact, his and a number of other models were all entered by a single modeler under his name with the explicit intention of ducking the registration fee! Needless to say, all those models have been disqualified and their awards withdrawn. Modelers who finished behind them in the contest, and where the records were available, have been notified that their awards have been promoted. The recent *Journal* reflects the correct placements. The modeler who actually presented the models has been disqualified from any further IPMS competition.
- Effective in Atlanta, IPMS will present “Premiere” awards to modelers who have never before won an award in their class (Aircraft, Ships, Figures, etc.). Entry sheets will include a box for Premiere. Judging will go on as it does now, resulting in 1-2-3 + OOB finishes. Beyond that, the next modeler down, who has checked off Premiere, will receive a Premiere award. Once having won one such award in a class, the modeler will no longer be eligible for another in the same class. A modeler could win multiple Premiere awards in one year for different categories.

#### IPNMS USA Update from Dave Morissette, National President

Greetings Fellow IPMS Members:

Sorry this is a little late but the computer ate the first version and I had to redo it all. Lots are going on so let's dive right in. First, IPMS is working on putting together all the details on an Adult Plastic Model Building Course (APMBC). The basics of the idea are that this is a multi-part course designed to go over the aspects of building a plastic model with newer modelers (or some that have been out of the hobby for a while). A typical course is six two-hour sessions and focuses on all the basics with the end result being a finished kit. IPMS was asked by IMMA (International Model Manufacturers Association) to put this program together and we are talking to them about funding. More on the program as it progresses but results of a few chapters who have been doing this on their own has yielded more members and a good deal of fun for all the participants. Second, MAP (Modelers Achievement Program) is making progress. Let me make one comment up front- this is a voluntary program and some people have shown interest in it. It may not be everyone's cup of tea but we'll see how the program goes. Our hope is to get things pulled together for the first of the year. We have been soliciting

chapters for feedback and also included a special forum on the IPMS web site for the programs discussion. Last, I want to mention a couple dates. Any IPMS Constitutional Amendment to be on the ballot in 2005 need to be in to the main office by January 30, 2005. This will allow time for them to be reviewed by the Constitutional Review Committee and then have the ballots printed and out for a vote. Also, remember, they need the correct number of signatures and all people signing must be current members. The second date is for next years IPMS Officer elections. I know it's very early in that the current group has not completed the first year yet but I have been asked several times. The officer's nomination form and all signatures will be due by next April 15, 2005. This may change slightly due to publication constraints. OK, on to the updates. Any questions let us know.

#### John Noack- 1st Vice President

- On line reviews continue to gain momentum with companies such as Trumpeter and Dragon/Hasegawa now joining the program.
- I'll be putting out a call for new Reviewers Corps members soon as some of the current members have either allowed their membership to elapse or haven't returned reviews in a timely fashion.
- We've been approached by one of the larger importers to look at sponsoring a joint contest; further details will be made available after we bat this one around internally.
- Contacts made at the 2004 National Convention have also brought some new suppliers on board with review stuff.
- The inventory for the MT is still pretty good. The UFO's are plentiful. The Polar Lights batplanes are all gone and the Academy inventory stands at three Ferraris and eighteen MiG 29s.

#### Ron Bell- 2nd Vice President

- Phoenix is now working on their after convention report and the results will be shared with Atlanta and KC as soon as it comes in. Remember, they have six months to complete the report.
- I put the mailing soliciting bids for the 2007 convention in the mail Sept. 23 to all the chapter contacts in regions 7,8,9,and 10. They have until Jan. 3rd to let me know. If I don't hear from a chapter in those regions by that date, I will do another mailing to all other chapters in the US.

#### Jack Kennedy- Director of Local Chapters

- Have 39 re-chartered as of today. Five with problems. Have notified them of issues.
- Only \$30 for Make n Take so far. I have included a letter to request donations.
- The RC-only forum on the IPMS web site is working out very well. The guys love it. We are making progress on the COY issue and the GSB and MAP issues are being discussed. This is allowing the RC's to share problems and solutions as well as exchange ideas for the regions

#### MJ Kinney- Office Manger

- The last issue of the Journal, V16J6, our convention issue, was sent out to a total of 4520 members.
- I do note that there seems to be more than usual "undeliverable journals" because of address changes that have not been sent to the office. We need to remind the members that the post office will not forward journals unless second class postage is guaranteed. And they do not return the journals they do not deliver - BUT, they charge us .70 cents to tell us that someone has moved. These 70 cents add up when you have 8 of these in one day.
- We have a total of 681 new members to date this year.
- I also note that the chapter charter renewals have not included many donations to the Make N Take program - \$ 20.00 to date. On behalf of the Treasurer and Make N Take Coordinator - these donations are important if we are to keep this program moving forward and it is to remain self supporting. See Jacks note above.

#### Bob Hester- Webmaster

- Working on the on-line membership database and the others.
- Hit count for the site continues to grow and we are looking for additional storage capacity

#### Glen Broman- Director of Foreign Liaison

- We added a new SIG, the Firebomber SIG in October. The information will be posted on the IPMS USA web page and added to upcoming issues of the Journal.
- Provided an update on foreign publications in the latest "Modeling around the World" column provided to David for a future issue of the Journal.

- The Seaplane SIG is still current, but Bill Devins reports he is taking a brief hiatus from it, but it is still active. We have been providing some assistance to a modeling club in Brazil to get in contact with their National branch to establish themselves as a branch of IPMS Brazil.

#### Aris Pappas- Chairman, National Contest Committee

- Here's a short report from the Contest Committee front. The Phoenix Convention was simply wonderful, with lots of models and an overall high quality to boot. There were several surprising incidents that should be reported, as well as some significant decisions that will make the contest even more interesting, exciting, and accessible to the general membership.
- The first surprise was the accusation of sabotage, levied by one modeler in the contest against another. The first was sure of what he saw, the second equally adamant that the first was mistaken. Regrettably for both parties, there were no other witnesses, which leaves us in an irresolvable situation. Regardless of what did or didn't happen, the incident serves to remind us that our contest represents a room full of valuable and delicate items that require careful security – a job for all of us.
- The second incident may be, if anything, even stranger. After the convention, we received a call from a modeler asking that we insure his name was correctly applied to his winning model in the Journal. He felt he needed to call because the model had not been entered under his name! In fact, his and a number of other models were all entered by a single modeler under his name with the explicit intention of ducking the registration fee! Needless to say, all those models have been disqualified and their awards withdrawn. Modelers who finished behind them in the contest, and where the records were available, have been notified that their awards have been promoted. The recent Journal reflects the correct placements. The modeler who actually presented the models as his has been disqualified from further IPMS competition.
- The Contest Committee tackled the continuing issue of making the contest more accessible to a broader range of modelers. Years ago, Out-Of-The-Box was part of that strategy, and more recently so was our elimination of the Sweeps concept. This year, we took up the recurring calls for the establishment of a “masters” class, the idea being that segregating these highly qualified modelers out of the main contest would make the competition more even in the basic contest. We found several flaws with that concept. First of all, it would result in a perpetually growing group, not only exceeding the basic contest in numbers, but also tending to draw attention away from it. In short, it is essentially an elitist concept, which is exactly the wrong direction for us to take. The record keeping would be enormous, and the need to add many new categories for what amounts to a parallel contest would make judging a time consuming nightmare.
- Our solution was to work the problem from the other end. Effective in Atlanta, IPMS will present “Premiere” awards to modelers who have never before won an award in their class (Aircraft, Ships, Figures, etc.). Entry sheets will include a box for Premiere. Judging will go on as it does now, resulting in 1-2-3 + OOB finishes. Beyond that, the next best modeler down, who has checked off Premiere, will receive a Premiere award. Once having won one such award in a class, the modeler will no longer be eligible for another in the same class. He or she would be eligible for a Premiere award in another class. If one of the 1-2-3 +OOB finishers is also Premiere, they will not be given that award because they became ineligible as soon as they placed in that category. It is possible that modelers who have never won in a class before may win multiple Premiere awards in several different categories in a single year, but this is a minor problem compared to the bookkeeping that would be required to prevent such outcomes.
- We'll have more on this, and other fine-tuning in an upcoming Competition Corner article in the Journal.

Review - DML 1/35 Scale Sd.Kfz. 251/22

By Cookie Sewell

Kit Review: Dragon Models Limited 1/35 Scale '39-'45 Series Kit No. 6248; Sd.Kfz. 251/22 Ausf. D; 986 parts (952 in grey styrene, 12 etched brass, 8 clear styrene, 7 grey vinyl, 4 turned brass rounds, 2 silver paper stickers, turned aluminum barrel); price estimated at \$34-38.

Advantages: state-of-the-air, modern kit of this popular halftrack conversion; tailored changes included in kit; many options for the modeler.

Disadvantages: up against established and competing products, teensy track parts not popular with some modelers.

Rating: Highly Recommended.

Recommendation: for all German and halftrack fans.

#### F I R S T L O O K:

The Germans were the first major military power to see the direct value of specialized self-propelled weapons to support mechanized infantry, and as such had a large number of conversion weapons dedicated to provide that type of support. One of the first was the simple mounting of the PaK 36 3.7 cm antitank gun on a strengthened forward roof section of the basic Sd.Kfz. 251 halftrack infantry carrier. Later, close support versions of the 250 and 250 fitted with the 7.5 cm L/24 infantry howitzer became available. But later on in the war, when the Germans found themselves being subjected to mass Soviet tank attacks, the solution needed was effective mobile antitank gun firepower. As such, once again the 251 halftrack was called upon to answer, and the solution was to mount a standard 7.5 cm L/46 PaK 40 cannon on a special mount in the dismount section compartment of a Sd.Kfz. 251/1 carrier. While the gun did not have much traverse, it did provide instant firepower for troops that were spending more and more of their time on defense. DML has now adapted their recent Sd.Kfz. 251/1 Ausf. D carrier (Kit No. 6233) by providing it with the upper end of their brand-new PaK 40 kit (No. 6249) and the figures from set No. 6064 (as well as three new figures) to create a kit of the popular Sd.Kfz. 251/22 conversion. Thanks to "mix and match" this is a simple task, with the kit using the C, D, E and H common 251 series sprues, the A, B and W sprues from the standard 251 Ausf. D kit, sprues B, C, and D plus the MA brass fret from the PaK 40 kit, two brand new sprues (L and T) with the dedicated "Stroke 22" parts, the #6064 figure sprue, and the EZ Track set introduced in Kit 6233. Two of the new figures come on the L sprue but one other is a vinyl figure, which as DML has suggested makes it easier to get him into the driver's compartment seat due to his ability to "flex." (So far I have not heard from anyone about how well this works; I haven't done figures in some time for a number of reasons and have not had a chance to try them out.) The lower section (the 251 parts) is excellent and the new parts provide for the sturdy platform used for mounting the gun in the dismount compartment. Two hoods are now included (A9/A10 or L16) so you have a choice of early or late model 251 D model hulls, as are two different upper hulls (A1 or L24). While the hull parts are interchangeable, the hood parts are not, so you have to ensure that you use the right set. You also have a choice between the early style tracks (on the sprues) or the EZ Track which is provided as separate parts. (Nearly half the parts in this kit – 480 – are track links from the two sets. Note that there are injector pin marks on the EZ Track but not the regular track, so it's up to the modeler which one he chooses. The former looks better but the latter is much easier to assemble.) Note that if you want to use the driver figure you have to install him early in the building process; the directions recommend Step 7 when the cowl panel (Step 6) is installed. If you do not, at Step 15 you have to mount the gun carriage turntable and that effectively prevents any options on installation. As noted in the review I did on the PaK 40, you have several options with the gun including three choices of muzzle brake, servicing panels and breech block. (NB: Terry Ashley from PMMS indicates that mensuration of the PaK 40 kit shows the ground mount trails are 13 mm too long, a major goof if true, and one which seems odd for DML to make. I checked my references and found nothing to disagree with his observations, but considering that the PaK 40 was notoriously heavy and hard to manipulate in combat, it is possible that DML researchers found some odd variant to use or a "restored" version made easier to move by fixing that problem. I can't say for sure. At least with this kit it is not a problem, as none of the carriage components are used.) DML provides four different finish options, none of which are identified: one Panzer brown vehicle and three in Panzer brown/green/red brown schemes, including one in the ever-popular "Ambush" scheme. Three decal sheets are included: the one from the PaK 40 kit, a license and unit markings sheet, and a separate special insignia sheet. While I personally think this is a great kit with a large number of options and is certainly state of the art, I do get concerned when there are now three kits on the market competing with each other (AFV Club, Tamiya and DML) for a narrower section of the market than with some other subjects. I for one do appreciate competition, but with only a set number of kits coming out each year I always hope to see someone do different subjects no one else has done, rather than everyone doing the same kits. I am sure there is a limited market for LCM(3) kits, for example, and while there seems to be no limit on the number of Tiger and Panther kits that can be released and sell well, a narrow market kit such as this may not either get the

recognition it deserves or good enough sales to promote continuation. (For example, still missing are some of the specialized versions, such as the MG 151 FlaK Drilling, the flamethrower variant, the engineer variant with footbridges, etc.) Overall this is a very nicely done kit and representative of the current DML standard. Thanks to Freddie Leung of DML for the review sample.

#### Tom Meyer's Home Remedies

1. If you are choking on an ice cube, don't panic! Simply pour a cup of boiling water down your throat and presto! The blockage will be almost instantly removed.
2. Clumsy? Avoid cutting yourself while slicing vegetables by getting someone else to hold them while you chop away.
3. Avoid arguments with the Mrs. about lifting the toilet seat by simply using the sink.
4. For high blood pressure sufferers: just cut yourself and bleed for a few minutes, thus reducing the pressure in your veins.
5. A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep after you hit the snooze button.
6. If you have a bad cough, take a large dose of laxatives, then you will be afraid to cough.
7. Have a bad toothache? Smash your thumb with a hammer and you will forget about the toothache.

Sometimes, we just need to remember what the rules of life really are: You only need two tools: WD-40 and Duct Tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape.

Remember:

Everyone seems normal until you get to know them.

Never pass up an opportunity to go to the bathroom.

If you woke up breathing, congratulations! You get another chance.

And finally, be really nice to your family and friends; you never know when you might need them to empty your bedpan.

#### Sweet 1/144 Scale RN Wildcat VI and Deck Crew

By Cookie Sewell

Kit Review: Sweet Aviation Model Division 1/144 Scale Kit No. 11; Royal Navy Wildcat VI and Flight Deck Set; 44 parts (28 in duck egg blue styrene, 15 parts in grey styrene, 1 in clear styrene); price 9.99 pounds Sterling.

Advantages: Well, nothing else on earth like it; Wildcat VI looks to be pretty accurate.

Disadvantages: um, not for dog fanciers!

Rating: Highly Recommended (as a change of pace!).

Recommendation: for all Wildcat fans and anyone with a sense of humor.

There are times some item of whimsy comes along and just strikes the fancy. About 28 years ago the first "egg" planes came out – small kits of famous aircraft that were ovate in shape and used a "Leggs" size plastic egg for a fuselage. I still have a DC-10 in the bright United colors of the era kicking around someplace, as they were cute and attractive divertimentos from normal modeling. (One of my friends once said it was the type of modeling his dad would have called "Go to Hell" modeling. If you don't like it, well then you can go to Hell!) Other oddities pop up from time to time, such as distorted small figures of famous actors and monsters. But this one was something I recently found on the shelf at Hannants and was compelled to pick up just for fun. The model (the company or individual responsible seems to be Fujita Yukinisa from Shizuoka, Japan, and the kit was produced in 2003) is a new kit of an FM-2 (Wildcat VI) fighter in 1/144 scale and is an amazing kit in its own right, but while it consists of new molds appears (from the comments in D&S No. 30) to have nothing in common with the Revell 1/144 scale F4F-4 kit. It comes with the correct 9-cylinder engine for this model with tall tail, short cowling and beautifully done scribing. Even the canopy appears to be in scale, something rare for this size of model. The undercarriage consists of 7 parts and is also neatly done. The kit also includes a set of decals for four RN Wildcat VI fighters in two basic schemes – gray and green over duck egg blue and solid blue. A section of decking 10 cm x 11 cm (which has a feature to join it to other sections to provide for a larger area) is also nicely done with tie-down points represented, and two chocks are included. But there the kit makes a bit of a diversion.

It also includes a complete deck crew and pilot made up of...Japanime cats! The box art (from an artist named Yuki) looks more appropriate to "Pokemon" than a WWII fighter, but the idea is whimsy if there ever was one. The "crew" includes a pilot, two LSOs, one launch officer, two plane handlers, one announcer (!) and one idler sleeping on the cowling. To make it easy to paint them, each of the cats comes with decal eyes to make detailing them easy. The "announcer" also comes with a dickey and "Union Jack" bow tie. The same company also makes several Japanese aircraft, of which a Zero and a Kate (I think) were also available at Hannants. All of them also come with cats. I'm not quite sure what the point of all this is, but the idea is different and the model itself is very good. It is a change of pace. And if you don't believe that, you can go to Hell!

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