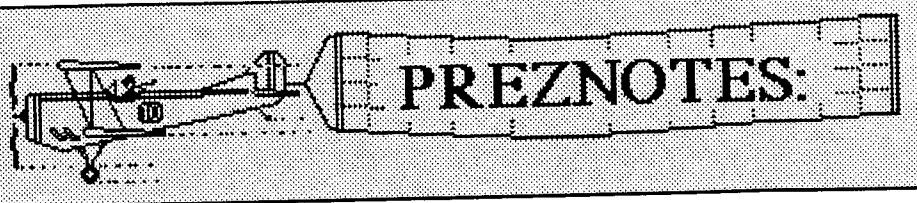


Seattle Chapter News



Seattle Chapter
IPMS-USA

October, 1997



As I sit here pondering what to write, I suddenly realize that I have not been down to my work bench in 8 weeks! Those sunny summer days of August were surely not conducive to working on anything in my dark, dank modelling room. Excuse me for a few...

(Three days later...)Ahh, much better! The last 2 evenings I dusted off the work bench and worked on my Revellogram PBY and am now to the point that I am nearly ready for paint. The model has been fairly trouble free, except for trying to get the wing to appear straight. The Belcher Bits conversion fit really well and only required a minimal amount of putty, mainly due to my own cutting errors. I have figured out how to paint the wing national insignia as no decals are available in the size I need. It feels good to have the plastic in the system again...

Now that baseball is winding down for the season my thoughts are turning towards competition in the plastic realm. The fall contest in Vancouver is just a short time away and hopefully I will have a few models completed to enter. The next major contest after that will be our own spring meet in March. Don't forget about the pentathlon category where you really have the opportunity to show yourself as a well rounded modeler (and by that I don't mean that you have to eat donut holes for the next several months!). I recently had an article published in the IPMS/USA Journal about our pentathlon and the IPMS North Central Texas chapter already has the event scheduled for their Scalefest next March. In their infinite wisdom(?), they have changed the name of the category to "The Texas Challenge" but the rules are the same. In regards to our own pentathlon don't forget that the category consists of 5 models: 1 each aircraft, armor, ship, auto, figure, to be judged as one entry. It's time to get started, the show is only 6 months away!

RECON 7 will be hosted by the IPMS/Yakima chapter on May 9, 1998 and as model contests go, the Yakima boys put on a really good show. It is always well worth the short drive over the pass to attend this event.

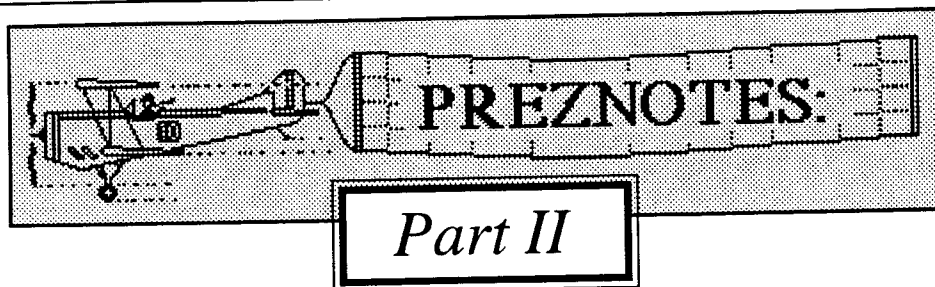
The IPMS/USA national convention is being held in Santa Clara, CA the first weekend in July, 1998 and is the BIG show. More vendors than you can shake a wallet at, 1000's of models and a great vacation destination on top of that (San Francisco and the Bay area, wine country, San Antonio Hobby Shop...). Oh, by the way, if you have given any more thought to a chapter or group entry, we will need to talk about it at the next meeting. A few suggestions include floatplanes, P-40's or Mig 29's (from previous group efforts), new Boeing aircraft (F-18, DC-10, etc.), X-aircraft, submarines, among others. It would be a display where everyone would build to his own level, with the idea to put as many models on the table as possible. Think about it.

See you at the meeting.
Terry

In This Issue:

Prez's Notes	1-2
Modeler's Notes	2-4
1997-98 Meeting Dates	3
Check Those References	5
Lozenge Basics	6-8
Internet Notes	8
Schubert's Humor	8
We Need Material!	8
Pentathlon '98	9
Meeting Reminders & Map	10





Build Vacuforms Build Vacuforms Build Vacuforms!

The letter by Bill Osborn in a recent issue of the newsletter seems to have lit a few fires and generated an interest in an area of model building that many scorn and few have attempted. One of the reasons vacuforms are not high on every model builders list may be that when they were first produced, the quality of the models released was somewhat limited. Many models were formed over male molds which left little (if any) details like panel lines or control surfaces to show. In some cases, the trailing edges of flying surfaces were as thick as leading edges. Some were molded with very thin plastic that glue would melt. Sometimes mating parts like fuselages didn't mate. Vast amounts of putty were normal. Instructions were for the most part crude, showing only the basic exploded view and limited text for assembly. One had to rely on one's scrap box for detail parts like props and landing gear. Decals were non-existent. But, with a major amount of work you could show a model that no one had ever seen (quite a thrill!). Fortunately, many of today's vacuform kits are highly detailed, pressure or blow molded into female forms, with engraved panel lines, built in dihedral, and resin or metal detail parts and decals. Companies like Dynavector and Koster turn out some very fine models and are quite different than the "old days" of vacuform modeling.

Now, it may be true that the closer that one comes to completing a vacuform model that the odds increase that an injection molded version of the same aircraft will appear on the model shelves within weeks of completion of said vacuform, but then again, is Tamiya or Revell/Monogram ever going to release a 1/72nd scale C-124? Airmodel did, and if you really need a C-124 in your collection then you have to go vacuform. Contrary to rumors, they are not all that difficult. The hardest part of the project is preparing the mating surfaces and only because it is so labor intensive. Whether you scrape or sand the plastic, or even use a Dremel tool, it is a lot of work and generally leaves your working space quite messy. However, once that part of the project is complete, assembly generally follows that of an injection molded model. The parts take somewhat more care to assemble and align, and they require more detail work, but the finished product, like a Martin P6M Seamaster or Republic XR12 Rainbow or even a 727 in 72nd scale can certainly generate a lot of discussion and interest at a model show or display. By all means you should try one!

See you at the meeting.

Terry

Ed's Note: This is what happens when you supply the Newsletter "staff" with too much information.....it just gets passed on back to the members. Thank goodness for the contributions of guys like Terry, Bill and Jacob. Like they said in that movie a ways back: "write it and they will print it...."

Modeler's Notes:

I HATE TO PAINT!

I'll put off having to put color on a model until I can't remember what scheme I was going to do. Why? It seems like I've done a model that shows promise and then the paint job goes to hell.

People tell me they use "x" brand of paint and never have a problem. Great, I'll go to the hobby shop and pick up two or three units of the new paint, take it home and spray it on a test part. Perfect. So when it goes on the model what happens? The stuff comes out grainy or it doesn't cover with the first coat. No problem, just spray it again. Sure, only this time I build up to much and have runs or I get blobs. (Don't you just love blobs?)

Now, because I tend to use acrylic paints (toxic fumes and smell are a thing of the past) I can't wet sand. I've been known to strip a model as many as three times before tossing it in the nearest round file and starting over.

O.K., maybe I've lucked out and managed to get the base color on the first time. What happens next? If the scheme calls for a hard line between colors, I'll mask off and spray the second color o.k. Now, I tend to use a tape that is so low tack that some times it won't even stick.

As the second color goes on every think is looking like I've got a winner. The paint is dry, remove the tape. It's coming off great. Whoops, here comes some base coat and maybe a little filler. It's not too bad to add a little touch up with a brush fix it. The last chunk of tape takes off all the paint under it. After sanding out the booboo and repainting,

Seattle Chapter Contacts

President:

Terry D. Moore
3612 201st Pl. S.W.
Lynnwood, WA 98036
Ph: 774-6343

Vice President:

Keith Laird
528 South 2nd Ave
Kent, WA 98032
Ph: 854-9148

Treasurer:

Norm Filer
16510 N.E. 99th
Redmond, WA 98052
Ph: 885-7213
Net: nfiler@wport.com

Editor:

Bob LaBouy
2777 70th Place S.E.
Mercer Island, WA 98040
Ph: 232-7784
Net: ok3wirebob@aol.com

sure enough you can see the repair. What the heck nobody will see it when its in the back of the case. I may not want to see it again myself.

Sometimes, not too often, every thing has been going so well that I get an idea to do a natural metal finish. There must be a few dozen brands, not to mention shades of metal like paint. I think I've tried all of them, none with the results that everybody else seems to get. I'll admit that I haven't tried the varnish and aluminum powder. Don't have the patience for that. Maybe that's why I have about six models waiting for a metal finish. And waiting, and waiting....

You'd think by this time I'd give up and take up knitting. Well maybe I

should, but there is a danger of getting stuck with those vicious needles.

But this darn hobby is addictive, I love to build. I just hate to paint.

Bill Osborn

USS Arizona Markings

The Arizona was in a measure (Ms1) that called for a dark grey hull and light grey toppings.

The colors were specifically:

5D Dark Grey

All vertical surfaces below the tops of funnels

All horizontal surfaces, except wooden decks left natural color

5L Lt Grey

All Vertical surfaces above the tops of funnels

There has been some debate as to whether or not ARIZONA had Ms5 applied. Ms5 was the fake bow wave applied to many ships at the time.

NEVADA clearly has it applied in photos from the attack. LEXINGTON also had it clearly visible in some photos.

Ms1 is especially easy to apply, paint the entire thing 5D, mask off the metal decking fore and aft, and paint the wood. Mask the bottom of the tripods and paint the tops 5L. Viola! except for picking up details, the paint is done.

(Cont'd on next page)

Meeting Dates: 1997-98 - KEEP THIS PAGE!

The IPMS/Seattle 1997-98 meeting schedule is as follows. To avoid conflicts with already scheduled IPMS events and National Guard activities at the armory please note that some of our meeting days fall on the third Saturday of the month. Because some of us never seem to know when we will meet, we *strongly recommend* that you cut this page out of your newsletter and paste it up next to the recycle, Mariners, Cheers reruns, Husky home game, lemming return or any other schedules you post in your house.

1997

OCTOBER 18,1997 (3rd Saturday)

NOVEMBER 8,1997 (2nd Saturday)

DECEMBER 13,1997 (2nd Saturday)

1998

JANUARY 17,1998 (3rd Saturday)

FEBRUARY 14,1998 (2nd Saturday)

MARCH 14,1998 (2nd Saturday- **SPRING MEET**)

APRIL 11,1998 (2nd Saturday)

MAY 16,1998 (3rd Saturday)

JUNE 13,1998 (2nd Saturday)

JULY 18,1998 (3rd Saturday)

AUGUST 15,1998 (3rd Saturday)

SEPTEMBER 19,1998 (3rd Saturday)

Can't say it much better than this.

Tracy White

Also: (via Tracy)

From: rkennedyco@aol.com
(RKennedyCo)

ARIZONA was painted in Ms 1 on 7 Dec 41. This consisted on Dark Grey 5-D from the waterline up to the funnel top and light grey 5-L above the funnel top. On ARIZONA this would make the masts and large gun director houses light grey. The decks are a matter of some controversy. The Ms 1 paint scheme calls for Deck Blue on all decks, wooden or steel. There is some evidence that the teak decks were not painted but left in natural wood. The Tom Freeman painting shows teak decks. I have a photo taken 10 days before the attack which also shows light colored [its a B & W photo] vs. dark colored decks. Lastly, painting over the teak decks would have been a tough thing to swallow if you [ships company] had religiously holystoned and tended the teak for years. Once a teak deck is painted, it is very hard to return it to original condition. The deck color was intended as an anti air measure. The dark / light grey was an anti surface measure which would have had much more urgency to a Navy which still thought of itself as a big gun "battle line" force. The Enterprise CV 6 was painted in overall dark blue including the flight deck. I guess that the air wing saw that airpower was a significant threat to large ships.

I am also building a scratch 1:96 ARIZONA and I will use the dark/light grey and natural teak decks. All steel decks and platforms will be deck blue.

FYI the ARIZONA did not have any aircraft aboard on 7 DEC, they were on Ford Island.

Editor's Notes: As some of you will remember, in last month's Seattle Chapter Newsletter Terry Moore ask for help with his modeling project on the USS Arizona. Tracy White dropped the following information to me via e-mail for your consideration. As you will see he also included another's contribution which Tracy found on the internet. There is literally a ton of useful resources available to us on the internet. You just have to look and use it. Thanks for the help Tracy.

It's All in the Details—The Flightpath 1/24 Harrier GR.3 Conversion/Detail Set

Sure glad I put aside the MPC 1/24 Harrier kit purchased years ago (and for significantly less than today's list price), because Flightpath's David Parkins has finally released his long-awaited conversion/detail set. This set, as in Flightpath's past efforts, shows a lot of thought and is very complete, as might be expected for upwards of \$90. It creates a GR.3 version, and for those righteous bucks one gets three large photoetch frets and a couple' pounds of resin and metal parts. The big resin castings are the GR.3 laser nose and two BL755 CBU casings. The GR.3 tail boom extension is of white metal, as are the nose gear, all wheel/tire assemblies, two AIM-9Ls, the seat cushions and lots of tiny lines, black boxes and fittings.

The main area of concentration will be the construction of a new ejection seat out of some remaining plastic kit parts and a large quantity of new brass and cast metal. Actually, make that constructing a whole new cockpit, including all kinds of instrument/radar/switch panels, as well as sills and canopy/windshield trim. The seat assembly includes brass harness components, separate photoetch belt fasteners and other hardware. Film instrument faces are included, a' la Eduard, and are a nice touch, especially in this scale. For the time being, eager modelers will have to start without a pictorial assembly guide; apparently, booklet production has been delayed, and a personal note sez the guides will be forwarded ASAP.

My only criticism of the smaller parts is that when one is doing 1/32 and 1/24 detailing, items that would normally be tubular are not as realistically represented by two dimensional etched strips. For instance, the many lines connected to the seat. I think I may bypass the etched stuff here and scratchbuild with thin rods.

The nosegear and wheel/tire have been completely redone out of cast metal and are much more realistic. Also, there are two new white metal maingear wheel/

tire assemblies. And those tires ...talk about heavy; I don't think we'll want the judges to even think about picking this one up!

Airframe details include intake blow-in (aux air) doors. Of course, cutting out the openings in the intake lips will be fairly labor intensive, as will replacing incorrect wing-mounted vortex generators with individual photoetched ones. Changing wing fences will require only a razor saw cut, though. Adding photoetched exhaust nozzle guide vanes should not be a problem; the new guides have a more realistic surface texture. Same with the rear exhaust shields. The main wheelwell is also detailed.

As usual, Flightpath excels in detailed weaponry. There are almost as many parts for the two CBUs and two AIM-9Ls as for the rest of the airplane! Along with my constructive criticism re small photoetch lines in this scale, I'm not satisfied with the weapon sway braces which are made up of sandwiched photoetch layers. The bolts-cum-swivel heads that create tension between the weapon and the 'MAU' just don't look realistic in two dimensions. I think 1/48 sway braces from, say, the R-M A-6 kits may work.

Flightpath has once again responded with a much-needed product in the heavy duty detail set market for larger scale British aircraft. It's an excellent embellishment in a scale that's gotta be detailed if you want a decent degree of realism...or any chance of winning a plaque.

Phil Brandt
IPMS 14091
Austin Scale Model Society



Lockheed Martin Skunk Works:
<http://www.jaxnet.com/~glib/skunk.html>

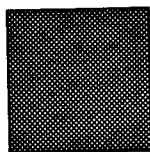
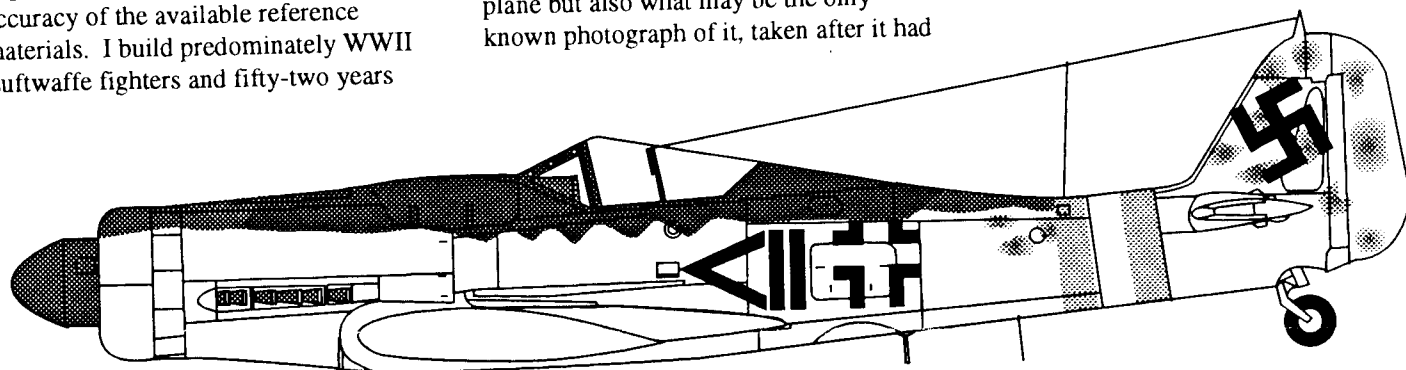
Check Those References!

Most serious modelers follow a fairly predictable pattern of development as their commitment to the hobby grows. The satisfaction of completing several out-of-the-box projects is replaced by a desire to go beyond the kit's parameters. There are many ways to enhance a kit, aftermarket accessories (in the forms of decals, resin and photo-etch, etc.) may be available or one can resort to scratchbuilding. Once I had progressed beyond building planes straight out of the box I found that most of my projects required in-depth research to verify the accuracy of the available reference materials. I build predominately WWII Luftwaffe fighters and fifty-two years

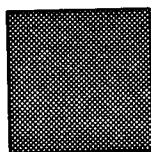
lar aircraft is a textbook example of contradictory references and was the subject of my entry in the last IPMS Regional contest. I used the old Fujimi kit and aftermarket decals from the Ministry of Small Aircraft Production (MSAP). MSAP's instructions depict the plane in a typical FW 190 D camouflage scheme of RLM 75 and 83 over RLM 76 with RLM 81 mottling on the aft fuselage and tailplane, RLM 04 yellow-white-yellow RVD (Reich Defense) fuselage band and "blown" canopy. This camouflage pattern appeared to be supported by my primary reference, Monogram Close-Up No. 10 : FW 190 D. This book contains not only an excellent profile illustration of the plane but also what may be the only known photograph of it, taken after it had

subjects and depicts the plane with RLM 81/83 camouflage, a blown canopy, 83 mottling on the fuselage and 81/75 mottling on the tail and a black spinner. All of the other references depict an RLM 70 spinner. For the purposes of this article I have referred to color 83 as Dark Green, but new information has led to a reclassification of certain RLM colors. Color 82 is now known as Dark Green and color 83 Bright Green, an important distinction.

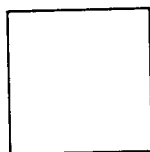
References must be checked very carefully. The less that can be accurately verified about a particular subject, the greater the margin for error, even with the benefit of photographic



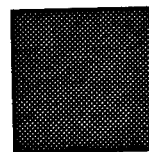
RLM 70



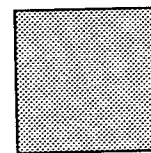
RLM 75



RLM 76



RLM 83



RLM 04

after the end of the War new materials and photographs continue to surface. This new information often contradicts what is known about a particular plane. That the new information tends to confuse rather than clarify issues for the modeler leads to the subject of this month's column, the importance of accurate references.

The plane illustrated is the Focke-Wulf FW 190 D-9, 210194, which was flown by Feldwebel Werner Hohenburg of 4/JG 2. This plane participated in Operation Bodenplatte - the last major Luftwaffe offensive of the War, New Year's Day, 1945 - and crash landed near Aix-la-Chapelle, and Hohenburg was captured and taken prisoner. This particu-

lar aircraft is a textbook example of contradictory references and was the subject of my entry in the last IPMS Regional contest. I used the old Fujimi kit and aftermarket decals from the Ministry of Small Aircraft Production (MSAP). MSAP's instructions depict the plane in a typical FW 190 D camouflage scheme of RLM 75 and 83 over RLM 76 with RLM 81 mottling on the aft fuselage and tailplane, RLM 04 yellow-white-yellow RVD (Reich Defense) fuselage band and "blown" canopy. This camouflage pattern appeared to be supported by my primary reference, Monogram Close-Up No. 10 : FW 190 D. This book contains not only an excellent profile illustration of the plane but also what may be the only known photograph of it, taken after it had

crash landed. It is at this point - the interpretation of the photo - that references diverge. Monogram agrees with the 75/83 overall pattern but depict a flat canopy (which is missing in the photo, presumably having been jettisoned prior to the crash landing) and mottling of RLM 75 rather than 83, with this mottling continuing over the top of the RVD fuselage band.

My additional references are Polish language monographs which not only contradict the other references, but also each other. The first monograph is the JaPo book on the FW 190D and Ta-152 and it depicts the plane in RLM 81/83 camouflage with flat canopy. The second is the AJ Press monograph on the same evidence. Photographic evidence can be disputed, because colors shift with age, and in the case of black and white photographs those colors are a matter of individual interpretation. Using any of the references which I've cited would result in four subtly different models, and who can say which one of them is "right"? If the references can be disputed it is ultimately up to the modeler to look at the available evidence and to make his or her own decisions. The end results may not be 100% "accurate", but it will be difficult to prove them wrong!

Jacob Russell

LOZENGE BASICS

WWI German aircraft lozenge camouflage is one of the most attractive finishes a modeller can apply. The complex patterns are eye catching and unique. But many modellers shy away from lozenge because of the misconception that it is difficult to apply. The truth is, however, that modelling lozenge is quite easy- here's a quick tutorial:

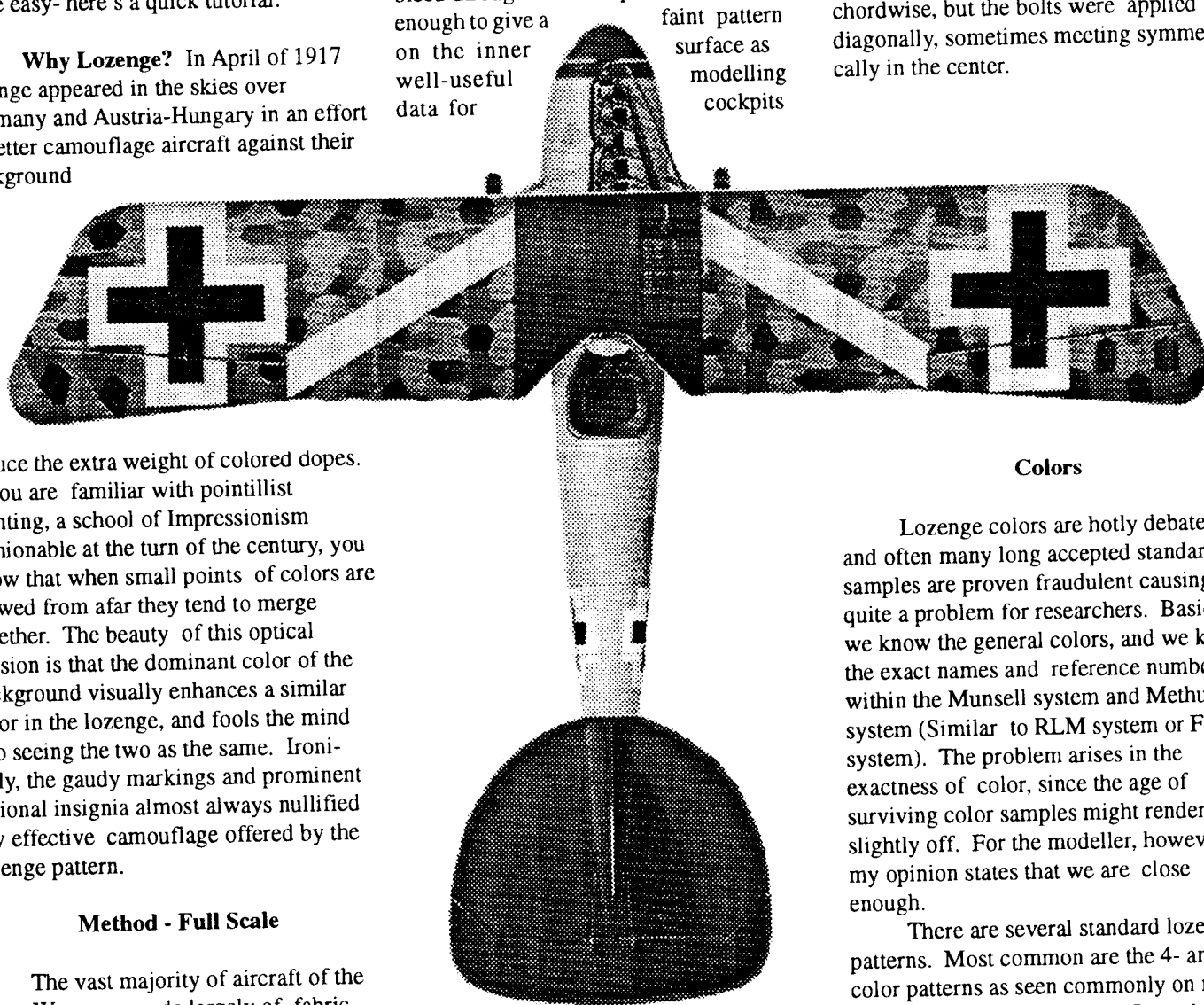
Why Lozenge? In April of 1917 lozenge appeared in the skies over Germany and Austria-Hungary in an effort to better camouflage aircraft against their background and

application of rib tapes, thin strips of the same or similar material literally doped down over the stitch to seal and secure it. Most noticeable on German aircraft because of the bright colors used over lozenge fabric, rib tapes were used in all nations and on virtually all types of aircraft. As for lozenge fabric itself, the distinctive geometric pattern was pre-printed and shipped as bolts of standard dimension. Coloring of the lozenge would bleed through from the printed side enough to give a faint pattern on the inner surface as modelling data for well-useful cockpits

covered with another piece stretched spanwise, excess trimmed, and the two bolts of cloth were sewn together. Standard rib stitching and taping would the follow.

Chordwise application took a number of standard widths of fabric and applied them side-by-side, perpendicular to the wing leading edge (along the ribs). Again, standard rib stitching and taping would the follow.

Diagonal application was similar to chordwise, but the bolts were applied diagonally, sometimes meeting symmetrically in the center.



reduce the extra weight of colored dopes. If you are familiar with pointillist painting, a school of Impressionism fashionable at the turn of the century, you know that when small points of colors are viewed from afar they tend to merge together. The beauty of this optical illusion is that the dominant color of the background visually enhances a similar color in the lozenge, and fools the mind into seeing the two as the same. Ironically, the gaudy markings and prominent national insignia almost always nullified any effective camouflage offered by the lozenge pattern.

Method - Full Scale

The vast majority of aircraft of the Great War were made largely of fabric and wood with steel cable bracing and some metal structural parts. Wings and control surfaces, and usually fuselages as well were normally covered in linen fabric then doped for tension, durability, and weatherfastness. On the wing, this fabric was literally stitched to the ribs. Actually, most of the fabric's attachment points and seams were stitched. Common practice on all such aircraft was the

where applicable. These lozenge patterns were then applied as any fabric covering would be, doped and taped.

When modelling, it is useful to know the three methods of wing coverage:

Spanwise application utilized a long strip, full bolt width, to be attached from one wingtip across to the other. The remaining uncovered portion was again

Colors

Lozenge colors are hotly debated, and often many long accepted standard samples are proven fraudulent causing quite a problem for researchers. Basically, we know the general colors, and we know the exact names and reference numbers within the Munsell system and Methuen system (Similar to RLM system or FS system). The problem arises in the exactness of color, since the age of surviving color samples might render them slightly off. For the modeller, however, my opinion states that we are close enough.

There are several standard lozenge patterns. Most common are the 4- and 5-color patterns as seen commonly on most German aircraft (ex. Fokker, Rumpler, Halberstadt, Hannover, Albatros, Siemens Shuckert, etc.). Naval aircraft usually carried a specialized hex pattern tailored for use over water (ex. Hansa Brandenburg W series), and many bombers sported specialized schemes found only on that particular aircraft type (ex. Zeppelin Staaken, Gotha). Some Austrian/Hungarian aircraft carried unique lozenge patterns

as well; although these were usually hand painted, decals exist for these unique designs as well (ex. Aviatik D.1). Lozenge fabric of many varieties was usually printed in two distinct shades, one for upper surfaces and one for lower surfaces. Upper lozenge patterns were rich and bright, while lower surfaces received muted colors. Of course, exceptions are always expected- some schemes were intended to be used overall. There are many examples of aircraft that feature hand painted lozenge patterns on surfaces that are not covered with preprinted patterns. Eduard's 1/48 kit of the Hannover CL.II is a good example of such aircraft. Painting the "painted" lozenge, while difficult, is about the only option the modeller has. In the end though, such a model will prove striking.

Working with Lozenge Decals

Until lozenge decals came about, the modeller was forced into the tedious task of painting the geometric lozenges individually-either by complicated masking or by hand. While still more involved than most aircraft projects, decals make the task 99% faster and more enjoyable. Decals of lozenge material usually come in the proper scale bolt widths, making for accurate application techniques as well. There are some special techniques that are useful to employ when using lozenge decals, mainly due to the large size of the decals being applied. But these techniques follow common sense, and combined with patience are quite easy.

Application begins, of course, with selecting the appropriate lozenge scheme for the aircraft. Many brands are available, and each one has its own set of characteristics. A few of these brands are compared later.

Once the decals are selected, measure the area of the surface to be covered. Wings are the easiest, since the modeller has only to lay the wing upon the decal sheet and trace the wing's outline, allowing for a slight excess. If the wing or other surface has a pronounced curve, like an airfoil, allow a bit more decal material to be cut- it's better to have too much than too little. If covering a wing chordwise or diagonally, lay the wing at the appropriate angle on the decal sheet and cut enough small pieces of bolt

widths to cover the surface. Once all of the pieces to cover a surface have been cut, prepare the model surface with a primer coat.

Most WWI aircraft that require lozenge pattern decals can be completed without much hassle; however, just when things look like all will be well, you will probably tear a hole in the decal, or it will not adhere in a few spots. If the model was prepared properly, this is no problem. A glossy or semi-gloss primer coat beneath the lozenge is usually all the preparation needed. Many modellers choose a neutral color like grey, some use a paint that matches the lightest color in the lozenge decal. Either way, repairs are easier if a proper surface is attained first. (I use Gunze's Mr. Surfacer 1000 as my primer coat- it's a medium grey, smooth as silk, and fills in minor blemishes).

Generally, it is best to begin with the undersurfaces. Soak the decal in warm water for a few minutes as with any other decal. While waiting, use a medium sized (1/4") round or pointed brush to apply a generous amount of diluted setting solution to the surface of the model. I like Solvaset, it will pull even the most stubborn decal around surface detail, but it is also strong enough to melt decals if used in excess. Diluting the setting solution with water will give you enough time to work the decals into position with the brush before it becomes too soft. When the decal slides easily on the backing sheet, slip it directly onto the model, trying to get it as close to its final position as possible. Along wings, align the decals from the leading edge, allowing the excess to trail off the wing's trailing edge. When it is in place, use the brush to prod and roll out any air bubbles you may have trapped underneath. Apply full strength setting solution around the portion of the decal that overhangs the edges, and be sure to coax them to curl away from the surface just covered. Now - important - leave it alone. Patience is the key to success. Although the decal really looks like it needs to be blotted down, or air bubbles need to be removed, let it sit for a while. The goal is to give the decal plenty of time to soften and adhere to the model. Working on it sooner may risk tearing, moving, or curling the decal. Once the decal is about halfway through

the drying process, it will show signs of the model's surface detail showing through. This is the time to get the pin and brush, and maybe a blotter. Scan the decal looking for air bubbles, there will usually be a few, and often there are thousands. Poke tiny holes in each bubble, apply a drop of setting solution, and flatten them with the brush or blotter. After drying completely, the decal should be smooth.

If all was measured properly, applied without too much movement, and left to dry without excessive blotting - the decal should fit with just a slight excess in planned areas. The ideal amount of excess on overhangs should be about 1/8". Along the trailing edge of wings, or any other area where excess decal was necessary, trim away the waste decal with a NEW #11 Xacto blade. Don't worry if some of the decal tears- simply touch up with paint of a little strip of decal. This is where a poorly prepared surface will raise it's ugly head, causing the decals to peel right off.

The next step is to flip the model over and repeat the process for the other side. The only difference is that care must be taken in the final excess trimming stage as to not cut the lower surface decal where the two meet. A good way to ease decal trimming is to cut when the decal is dry to the touch, but still soft and not fully cured. There is less risk of tearing the decal at this stage.

And, WOW, after a few long decal sessions, we are done! Well - not quite. As mentioned above, rib tapes will need to be added to provide the final accurate detail. Tedious indeed (especially on a Staaken or the like), but well worth the effort. Use one strip, cut to length, to cover the entire rib, top and bottom. Simple cut it to the appropriate length, apply as any other decal, but wrap it around the leading edge. The ends should slightly overlap where they meet, which is best on the lower surface. Be sure to keep the tapes perfectly perpendicular to the wing's span, as rib tapes out of alignment are easily spotted. Poke and prod them into position with a brush, but use no setting solution here - the tapes will become too soft to work with. Once dry, insignia and marking decals can be

(Cont'd on next page)

(Cont'd from prior page)

applied on top of the lozenge.

What could be easier? Once completed your model will be an eye catching sample of one of history's most unique camouflage methods.

Which Decals Should I Use?

Many manufacturers offer decals of lozenge materials. Some of the very finest are also some of the least publicized. Americal-Gryphon decals manufacture the widest variety, and are generally accepted as accurate by the WWI modelling community. The quality is good, but every once in a while an out-of-register sheet sneaks in. Any WWI modeller without Americal-Gryphon's catalog is missing a great resource. There are other options too - Aeromaster, Superscale, Pegasus, and kit supplied decals such as Eduard's, to name a few. Each has its highpoints, each has its lowpoints - choose the one that suits you best.

Here's a few samples (all scanned together for consistency) of some of the brands of lozenge decals available. These are shown to illustrate the wide variance of colors from manufacturer to manufacturer.

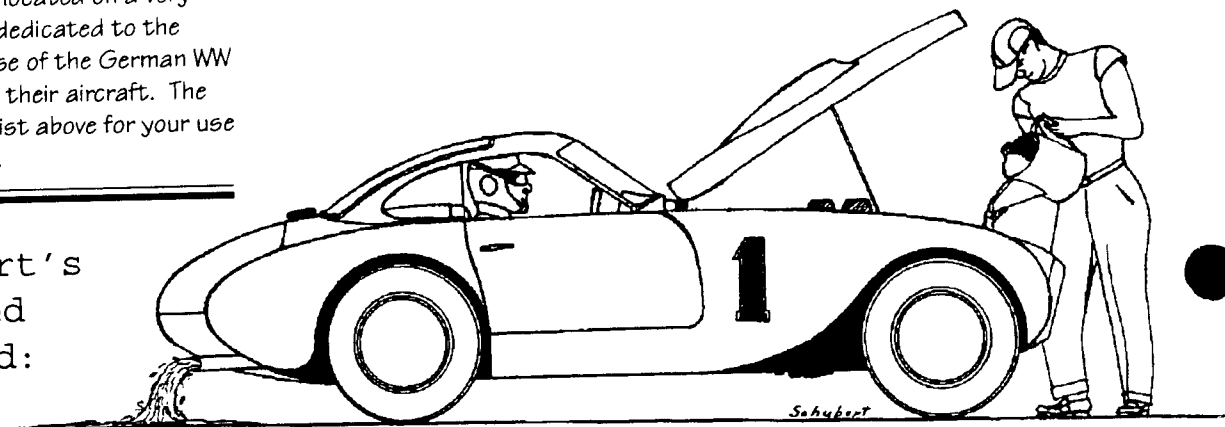
Aeromaster's 4 Color Upper
Aeromaster's 4 Color Lower
Aeromaster's 5 Color Upper
Aeromaster's 5 Color Lower
Eduard's 4 Color Upper
Eduard's 4 Color Lower
Scalemaster's 5 Color Upper
Scalemaster's 5 Color Lower

S. M. HEAD

[<http://web-hou.iapc.net/~smh/lozenge.html>]

Editor's Note: As another example, the above notes were located on a very interesting web site, dedicated to the understanding and use of the German WW I lozenge patterns on their aircraft. The site address is also list above for your use and further research.

Schubert's
Warped
World:



INTERNET Info:

IPMS Albuquerque web site:

Greetings friends,

Just a quick note to let you know that the IPMS/Albuquerque website has been updated. The July articles are online for your viewing pleasure. The humor section will be updated later this week. We've also added details for a pre-publication special of the Air Intelligence modelers reference guides on the site. The Air Intelligence database online currently lists over 13,000 kits, decals and detailing products. The books and the September update to the website contain over 18,000 entries!!!

Regards,

Michael Benolkin
IPMS/Albuquerque Webmaster
TacAir Webmaster

<http://www.nmia.com/~tacair/asm.html>

New Supply Depot Phone Number

The Supply Depot's oldest telephone number (which was 206-522-1804) has now been disconnected. The number has actually been shut down since December of 1996, and has been rolling to the new number. But from now on, all you will be able to use is the (253) 946-6721 number. Our FAX number remains (253) 941-0576.

Our Newsletter needs YOUR help!

Come on guys! Even Ted has now promised to do an article, possibly an entire series. The truth is that we need a lot more input to make this critter work each month. As grateful as I am for this month's contributions from Jacob Russell, Tracy White, Jim Schubert and Terry, we have much more talent standing around at our meetings than is displayed in this issue. Don't let the mechanics throw you. We need the input and the Newsletter will never be better than the input of the Chapter provides. How can you help and get your submission into the editor for use in the Seattle Chapter Newsletter?

The answer is simple.

Snailmail, E-mail, pony express, handwritten, etched in clay, typed or computer generated. I am more than happy to assist you in the "how." Bringing your material to the meeting is also very helpful and allows us to discuss your material, drawings, format, etc.

My objective is to finish each issue and get it to Norm by month end for the printing and mailing.

I really mean it folks, if I have to continually "invent" the contents, we are about at the end of our string. The editor relies upon several programs: MS Word, Aldus SuperPaint, Photoshop and PageMaker. Please call me at 232-7784 if you have any procedural or technical questions. Thanks -Bob

PENTATHLON '98

IPMS /SEATTLE
MARCH 14, 1998
THE ULTIMATE TEST OF YOUR
MODELING SKILLS
BUILD ONE MODEL FROM EACH OF THE
MAJOR CATEGORIES:
AIRCRAFT, AFV, AUTO, SHIP, FIGURE

RULES:

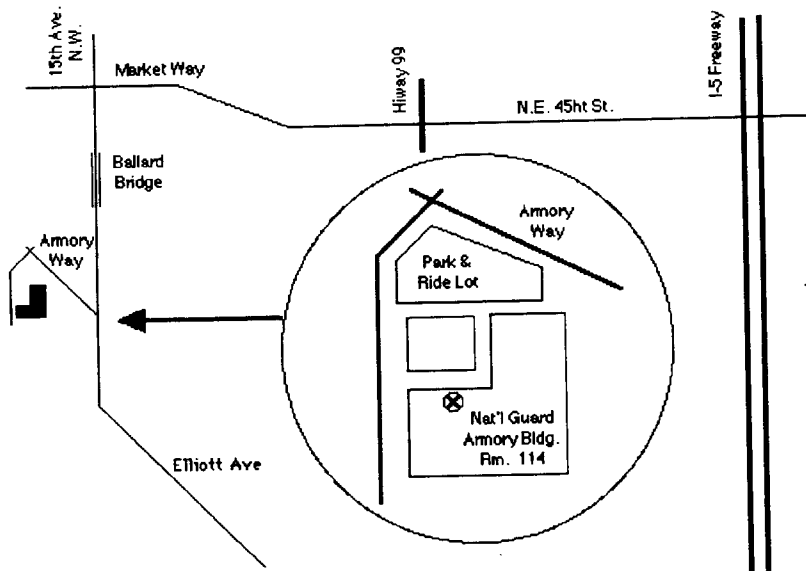
- NO SCALE RESTRICTIONS
- NO PREVIOUS PENTATHLON ENTRIES
- 2 MODELS MUST BE BUILT AFTER MARCH 22, 1997
- AIRCRAFT ANY MANNED FLYING MACHINE EXCEPT MISSILES
- AFV ANY MILITARY TRACKED VEHICLE OR ARTILLERY PIECE
- SHIP ANY MAN MADE MARINE VESSEL
- AUTO ANY CIVILIAN CAR, TRUCK OR MOTORCYCLE
- FIGURE ANY HUMAN FIGURE
- THE 5 MODELS WILL BE JUDGED AS 1 ENTRY
- NO LIMIT TO NUMBER OF ENTRIES

FOR MORE INFORMATION CONTACT:
TERRY D. MOORE
3612 201ST PL SW
LYNNWOOD, WA 98036

Meeting Reminder:

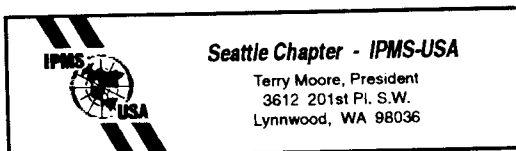
Saturday, October 18, 1997

National Guard Armory
Room 114
1601 West Armory Way
Seattle



N
↑
Directions: From North or Southbound 1-5, take the N.E. 45th St. exit. Drive West on 45th, crossing under Highway 99 (or Aurora Ave North) toward N.W. Market St. in the Ballard district. Continue West on Market St. toward 15th Ave. N.W. Turn left (south) onto 15th Ave. N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter). Watch for signs. You should park in the Metro Park & Ride Lot.

If coming from South Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western Ave. north to Elliott Ave. until it turns into 15th Ave N.W., then to the Armory Way turnoff.



James Schubert
230 173rd Pl. N.E.
Bellevue, WA 98008

Next Meeting!!
October 18th