

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2018

PREZNOTES



Being A Child Once Again

When you start life, you crawl along the floor trying to get from A to B because you haven't yet gained the leg strength, balance etc., nor figured out that walking is the best way to travel. So, you sit about watching the adults around you, figure out that their form of motion gets you someplace much faster than your form of motion, and so you start trying to stand up and walk. Unfortunately, your first attempts end in disaster, falling face first into the carpet if you are lucky, and head first into a table corner if you are unlucky. Despite these setbacks you are convinced that you want to walk, and sooner or later through trial and error your legs strengthen, your balance improves, and voila one day Mommy is shrieking to Daddy that you are able to walk! Shortly after this, you are running, and life for Mom and Dad are never the same.

Learning to model is very similar to learning to walk. You start off building your own models, but realize looking at those built by others (in magazines, at shows, or in today's world, online) that you aren't very good. So wishing to improve, you sit or stand around studying how others do it, either by asking folks, or reading articles, sometimes watching videos. You take what you learn, and apply it. There are tentative steps, the odd crash and burn, but eventually you come out of the process through trial and error building a pretty decent model. Some of us go on to improve so much that we end up winning awards at shows, the equivalent of humans running and winning other races. Many of us are just content with walking about and enjoying life at a less hectic pace.

When it comes to the art of armor modeling, I feel I have things down pretty well. I started off with simple assembly many years ago, followed by brush painting. Over the years I improved my brush painting, picked up techniques such as

dry brushing, panel line washes etc., and finally I managed to get the hang of using an airbrush. It took a lot of stumbling around and some of my first airbrush jobs did indeed look like the vehicle had crashed and burned. But I persevered, learning new techniques to help "weather" my models, improved my airbrushing techniques to achieve better finishes etc., to the point where today I can enter a piece of armor at a contest, and sometimes come away with a ribbon or even a plaque occasionally.

At the last meeting I mentioned that I have decided to try my hand at a couple of new areas in the hobby that I have wanted to participate in for a long time: warship modeling, and figure painting. And it is clear to me after some preliminary investigative work (talking to ship modelers and figure painters, reading some articles on the subjects etc.) that I will need to master some brand-new modeling skills, returning me once again to the equivalency of childhood again. Attempting to form and then paint tiny little ship railings, and then somehow manage to glue them in place seems daunting. Soldering or gluing together tiny little filigree photo etched parts that look like they have been spun by tiny spiders seems even more of a challenge. While over in the realm of figure painting, I need to work out how to mix skin tones, and paint resin and plastic such that it looks like fabric. Highlights and shadows

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

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$15 per annum, and may be paid to Twyla Birkbeck, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-885-3671 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2018 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

September 15 (Third Saturday)
November 10

October 13
December 8

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____
 Signature (required) _____

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

Chapter Affiliation, if any: _____
 If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

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Special Hobby 1/72nd Scale Curtiss P-40N with CMK Add-On Parts

by Bob LaBouy

The Curtiss P-40N was in several respects the final and some would say the definitive P-40 Warhawk or the Kittyhawk Mk. IV. The most distinguishing feature was the extended canopy, which provided the pilot with a much better view from within the canopy. While it can't be seen from the exterior, this model of the P-40N was powered by the Allison V-1710-87 engine.

This kit was a pleasure to build and estimated to take only 20 hours to complete, appears to match the published dimensions in all respects, and provides an attractive addition to the Warhawk or Kittyhawk family of kits (not counting the CMK after-market items noted below).

The basic kit has a pretty low level of difficulty and would be pretty straight-forward. In spite of my early premonition about the Special Hobby kits, there are small locating pins and holes found in this kit. The very basic steps are as follows:

The interior

Mate the fuselage halves

Install the wheel wells and assemble the upper and lower wings

Assemble the wheels and struts, paint the propeller and hub

Mount the wheel doors, assemble the fuel tank (or bomb)

Watch the canopy assembly, as there are two sliding pieces for the open section

The basic aircraft was finished using my ever-expanding collection of Mission Models paints. I used Yellow Zinc Chromate (MMP-067) for all interior and engine bay areas, aircraft exterior is Olive Drab 41 ASAAF WWII (MMP-091), tires and prop Worn Black Grey (MMP-105), spinner and hub Red (MMP-003).

As I do with each of my models, I used a several thinned coats of Duracryl DCA 468, which provided a perfect smooth base for the decals. The kit decals, printed by Cartograf, were very good and provided with perfect registration. The kit provides four complete sets of markings--for two U.S. markings and two Royal Australian Air Force aircraft.

The Special Hobby P-40N is highly recommended. This kit is well designed and goes together with very few problems. It is a much easier kit to construct than I had initially envisioned.

CMK Resin Sets:

As noted in the following notes, I was also provided with seven CMK after-market sets. With the addition of these seven CMK after-market sets, the modeler is presented with a number of choices. Should you choose to build the kit as an out-of-the-box project (which as I mentioned is a very good kit in its own right) or to add all or each of the CMK sets and exhibit their very well defined details. In my approach I attempted follow both routes. The amount of detail shown in each of the CMK parts, in my opinion, is exceptional and highly detailed. On the other hand, my observations left me with mixed feelings, about the value of these after-market parts.

The main distraction in my attempt was that for the most part, the kits engine cowls, the engine and mounts, and radio compartment were reasonably time consuming to complete and almost totally lost as I assembled the engine cowl and fuselage halves. I found the drawings provided with the CMK inaccurate in several instances. I have used Devcon 5-Minute Epoxy for all of my construction of these after-market sets rather than the cyanoacrylate glue mentioned in the instruction guidelines.



I was able to use the control surfaces, one of the flaps, wheel wells, and tires to good advantage.

I found that to use the wheel wells, engine cowls, and the machine gun bays, required major thinning to both upper and lower wings, and only then was I able to fit the several internal pieces. In using the engine cowl covers, the size of the engine also required using my Dremel to shave both of the piston covers to allow the cowl covers to fit at all. As with the engine and radio compartment, these component parts should only be used if the interiors will be left open to view.

CMK sets used:

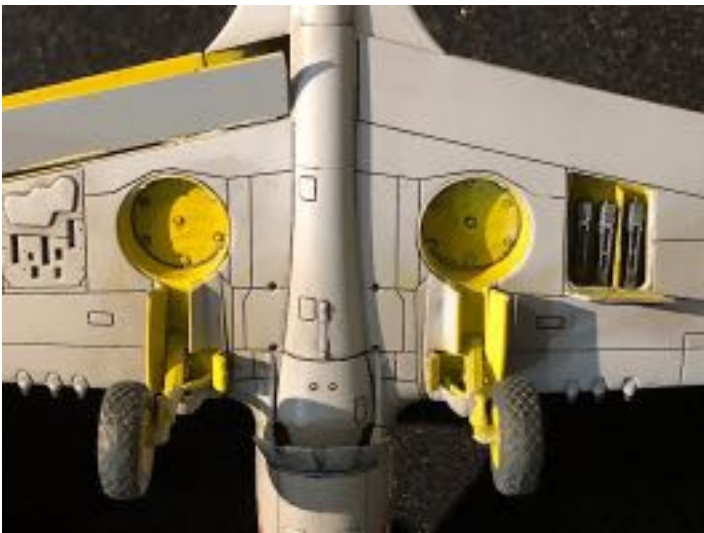
- 7390 engine set
- 7391 radio set
- 7387 machine gun and gun bays
- 7386 control surfaces
- 7387 armament set
- 7389 undercarriage set
- Q72 298 diamond and hole tread (wheels)
- Q72 300 seat with belts

CMKURL:

<https://www.cmkkits.com/en/>

I wish to thank both Special Hobby and CMK for both the basic model and after-market sets





Help Wanted: Among Us, for Us

by Scott Kruize

We're in a minor crisis. The means to get past it are well within our reach, and as for time, my father says: "The sooner we get done, the sooner we get through" – good advice for all to heed!

We have just lost the close proximity and frequent presence of long-term fellow member Jon Fincher. And over a long – but nevertheless finite – interval, we will lose the close proximity and frequent presence of our current Prez, Andrew Birkbeck.

The crisis therefore is that other members will need to help with our upcoming Contest-and-Show. Our club has more than enough manpower and expertise to make ours in 2019 better than ever. And this without forcing the work onto a mere handful of fellow members, making them so busy they'll have no time or energy to enjoy, themselves, the pleasures of the Show. We must all pitch in so we all can have a good time at a good Show, while basking in the glow of Moral Virtue for doing so. "Many hands make light work."

Our vice-Prez Eric does not permit me to talk or write about things I can't do, only about things I can. I trust this rule of his applies to all us Chapter members. He's always correct, polite, and nice to everybody. I dare not test to see if he has an iron fist within that velvet glove. It doesn't bear thinking about: losing access to our shares of Jackie's cookies.

So here, once more, is what I can do. I can continue to build models for the quarterly displays the NorthWest Scale Modelers arrange at the Museum of Flight. I can produce more such displays in the future, to supplement the two-and-a-half I've done already: helping Morgan Girling with 'Battle of the Atlantic' plus my own 'MiG Dynasty' and 'They Weren't All Zeros'. I can continue to bring builds to our meetings, speak of them at Show-and-Tell, and write for our Newsletter. At Contest time, I can continue to help host Registration, contribute to the Raffle, relieve a raffle-runner for a little while in the afternoon, and take a set of pictures to display on the piano at the May meeting. Most important, I can continue to judge entries in the Contest.

Still, we must make up for Jon Fincher's past energetic efforts. Our Prez must be allowed to do less, not more. He's engaged in building a new house...in a foreign country...a jillion miles away across the vast Pacific Ocean...while trying to prod the local zoning ordinance officials he's got to deal with into accepting his house design. All as he and his wife cope with current living expenses, while arranging financing in a foreign currency...during an era of large exchange rate fluctuations. There are only a few of the complexities absorbing Andrew's time and energy. He really has done a lion's share of the work on our Contest-and-Shows up till now, and we need to let him ease off.

Dave Dodge will take on the job of Contest Director, and we all wish him success. I would encourage him by saying that I can assist with preparatory functions. Perhaps coordination and communication with other Chapters, or writing needed material for our Website and flyers.

A new Contest Director shouldn't quail at the thought of having to do all the work. To the contrary, that position should be one of overseeing and managing: keeping everything correct and on schedule. Critically important, to be sure, but not all-consuming. The actual work can be finely and easily divided among ourselves: leasing the venue, arranging for tables and tablecloths, administering and ordering Special Awards, putting out sign-up sheets at our meetings, compiling the resulting entries, obtaining, putting out, and distributing the ribbons and other awards at contest's end, etc. No single job demands too much effort as to prevent any doer from being able to enjoy the Contest-and-Show. Again, "Many hands make light work."

It shouldn't even be necessary for anyone, least of all Dave, to wear himself out pleading for volunteers. This essay ought to be sufficient, all by itself. Let's get on with it, shall we? After all, let's remember what Father always said:

"The sooner we get done, the sooner we get through!"

OREGON MODELERS SOCIETY



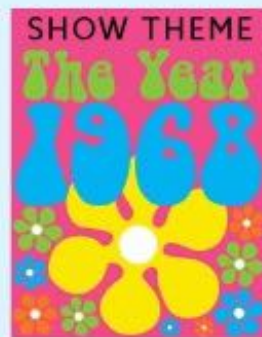
The Largest Scale Model Contest and Exhibition in Oregon

Enter models in the contest, see awesome models on display, buy kits and supplies, learn about area modeler groups and win raffle prizes! Fun for all ages.

Saturday, September 22
Camp Withycombe

15300 SE Minuteman Way, Clackamas, OR 97015

Adults are required to show photo ID to enter the facility



Model categories including Aircraft, Armor, Automotive, Ships, Space, Sci-Fi, Fantasy, Figures, Dioramas and more! For updates, entry forms, category list, vendor registration, etc., visit ipms-oregon.org.

Contest Rules and Notes:
IPMS rules and guidelines apply to contest and judging. Judges will determine final model category and placement.

Judges may add or delete model categories where appropriate. No sweeps rule in effect. The decisions of judges are final.

Rules and notes may be amended at the discretion of judges and show organizers.

SCHEDULE

- 9 am** Doors open
 - Noon** Model entry deadline
 - 3 pm** Awards
- Raffle throughout the day

ADMISSION

- \$5** Spectator only
- \$10** Adult, unlimited model entries
- \$5** Unlimited models under age 18
- Free** Active duty military, includes model entries

All ages and skill levels are welcome to enter
Plenty of free parking
Facebook: fb.com/groups/ipmsoregon

PRESENTED BY:



OREGON MODELERS SOCIETY

Tamiya 1/48th Scale M4A3E8 Sherman

by Andrew Birkbeck

One can put up a legitimate argument that the M4 Sherman series of tanks was the most important Allied tank of the Second World War. The initial Shermans that rolled off the production lines in large numbers had what was known as VVSS (Vertical Volute Suspension System) with two road wheels per bogie. These tanks (M4, M4A1, M4A2, M4A3, M4A4) also operated as their main armament a short-barreled 75mm gun. As WW2 progressed, and reports from the fields of battle suggested the need for various "upgrades", the Sherman series underwent a number of small and major changes. Late in the war, there were two major changes: the introduction of HVSS (Horizontal Volute Suspension System) which incorporated four road wheels per bogie for a better vehicle ride, together with a larger turret needed to house a larger 76mm main gun. The new designation for Shermans sporting these two major changes added "E8" to the end of the Sherman nomenclature. Hence a Sherman with the Ford motor in its rear hull went from being an M4A3 when it had VVSS and a 75mm gun, to an M4A3E8 when it incorporated HVSS and the 76mm gun turret.



What's in the Tamiya Box:

5 sprues of injection molded dark green plastic parts

A small bag of vinyl poly caps

1 piece of string (for tow cables)

4 cylindrical metal parts

1 sheet of waterslide decals with 2 marking options

An instruction manual, with 8 pages of black and white assembly drawings covering 21 assembly steps plus a 1-page set of color and marking instructions

For anyone familiar with Tamiya's excellent line of 1/48th scale military vehicles, this new Sherman kit won't disappoint. The parts are well molded in olive drab colored plastic and are crisply detailed for the scale. Looking over the parts you won't find any sink marks, and the ejection pin marks are nowhere to be found with one minor exception, which I will discuss later in the review. Parts fit is everything we have come to expect over the years from the masters of kit engineering, and the instructions are basically foolproof. Follow them precisely, and you shouldn't have any issues whatsoever with the assembly of this kit.

Construction begins with the lower hull. Assembly Sections 1 - 4. Gone are the days of one-piece metal tubs that Tamiya launched this series with about 14 years ago. This kit has a three-piece lower hull: left, right and lower hull plates, which glue together very snugly, supported by an interior hull cross brace part. Tamiya includes four metal weights shaped like AAA alkaline batteries which the modeler glues into the base of the hull interior with super glue to provide the kit with a little heft. A separate front transmission cover part fits nicely on the front of the hull, with two separate towing lugs. The rear hull plate has separate engine exhaust outlets, towing pintle and lugs, and there is a two-part engine exhaust deflector. The engine access door on the rear hull plate has its grab handle molded as a blob, rather than a separate part. The blob could do with removing, and replaced with a simple bent brass wire item. Study assembly diagrams carefully for trouble-free assembly enjoyment.

Sections 5 through 8 cover the assembly of the road wheels, drive sprockets and idler wheels, plus the four-part bogies. The drive sprockets are two-part affairs, with a nylon washer sandwiched in between to allow for free movement of the sprockets when installing on the model. It is important to keep the sprockets free-moving, as this aids with the installation of the tracks. For ease of painting, I left the road wheels and idler wheels separate from the bogies until after the lower hull assembly was completed. I then primed the lower hull and road wheels etc. with my favorite primer, Tamiya rattle can gray Fine Surface Primer (TAM 67064). I utilized the Mission Model acrylic brand of paints for this project, so airbrushed MMP-020 Olive Drab Faded, US Army FS 34088 for the base coat of all the lower hull parts, followed by painting the rubber road wheel rim area with Vallejo Dark Rubber. The wheels were then glued onto the bogies and carefully lined up with one another.

The tracks in this kit represent the T66 metal tracks, and they are very well detailed for the scale. The track parts were removed from their sprues and cleaned up. Tamiya provides the tracks with a long upper and lower length, together with shorter lengths and individual links for around the sprockets and idler wheels. These track links and lengths have ejector pin marks in various spots. For the most part, they are very faint, so can be easily cleaned up with a rounded X-acto blade and some sandpaper. One really only has to bother removing the pin marks on the lower length which contacts the ground (part P2), together with the shorter lengths (P4 and P3), plus the few individual links (P1) where the pin marks are visible. The P1 links that wrap around the drive sprockets and the idler wheels can be left as is because the ejection pin marks can't be seen once glued in place. When I was finished cleaning up the track flaws, I then primed and painted, utilizing Vallejo Track Color. Make sure you follow the assembly sequence for the tracks that Tamiya recommends in their instructions. If you do, you shouldn't have any issues whatsoever with the tracks.

With the lower hull assembled and preliminarily painted, it is time to move on to the upper hull. Interestingly Tamiya provides the upper hull as four individual pieces with an interior cross-member part for rigidity. So, you get the top hull and glacis plate as one part (B3), plus a left and right side hull part (B4 & B5), with a separate rear hull plate (R8). The driver and hull machine gun operator's hatches are molded as part of the upper hull section. The hatch grab handles are once again reproduced as little blobs, easily remedied for those who wish to bend some brass wire. There are no hatch vision block guards provided, so if you want these you will have to wait for an appropriate PE set to come out, or scratch build them yourselves. The fenders are separate parts as well, and are engineered such that there is no "see through" issues as there used to be with Tamiya Sherman kits. The way that Tamiya provides a separate rear hull part as well as a separate rear upper engine access hatch part on a sprue "R" different from the other hull parts on "B" sprue, indicates that Tamiya might be planning different "E8" hulled kits in the future? Like the rear hull access door, the rear deck access door part (R9) has the grab handles molded as little blobs. Remove them, drill a few little holes, and replace with bent brass wire for a better look.

The rear hull on-board tools include separate pick head, sledgehammer, shovel, axe and track tensioning device. On the front glacis plate, there are separate headlight parts, horn, hull machine gun and horn/headlight guards. The guards are a tad overscale in terms of thickness, so while the parts were still attached to the sprues, I took a small file and filed them to a more scale thickness. The headlights could do with drilling out and the "glass" area replaced with either a suitable small MV lens or a dab of 5-minute two-part clear epoxy. On the rear hull plate there sits a rack, which Tamiya provides in three parts. The tail light guards, like their cousins on the glacis plate, are a tad thick, so once again were left on the sprues, and carefully thinned with a very small file. The "E8" Sherman fenders were



supported by small bracing parts eleven to each side. Tamiya provides these individually, so they need to be lined up and glued in place carefully.

Finally comes the turret, which interestingly Tamiya molds in five main parts: turret ring and lower rear bustle plate, left and right turret sides, rear bustle horizontal plate, and upper turret plate. I have never seen this method of producing a Sherman turret in any previous kit in any scale, but if you are careful it all goes together nicely. There are some very shallow "trenches" where the upper hull part (C3) attaches to the rest of the turret. Once the parts are glued these slight depressions can be filled with some Mr. Surfacer 500 and sanded out. The loader's hatch is molded in the closed position, but there is a separate hatch for the commander's all-around vision cupola. If one looks head on at the gun mantlet in place, it appears there is a gap at the bottom allowing one to see into the turret interior. It isn't overly noticeable unless you look for it, but it might pay to take a piece of scrap Evergreen sheet and paint it black, and put it behind the mantle?

The 76mm main gun is a one-piece molding with a separate half muzzle brake part. Very carefully glue the two parts together and then after 24 hours, carefully sand the muzzle break area to remove the seam. Also take sandpaper and carefully remove the seam lines that run the length of the barrel. Finish up with some steel wool. I then primed the barrel with rattle can primer, and left it aside for three days so the primer was well cured. I then carefully inspected the barrel for any flaws. Finding none, I then painted the rear end of the barrel a silver color. The section of the barrel that moved in and out of the mantlet as the gun fired had the paint removed (through friction?). I then masked this area and sprayed the barrel Olive Drab.

There is a three-piece commander's machine gun atop the turret of this kit. It is lacking in some detail, such as handles at the butt end of the gun. It needs its barrel end drilled out. Tamiya provides a nice half figure to sit inside the commander's hatch. The figure is five-part, with separate arms, head, together with a helmet and goggles. The detail is good for the scale and should paint up nicely.

Tamiya supplies decals for two simple schemes:

Vehicle from the 5th Armored Division, Germany, April 1945

Vehicle from the 4th Armored Division, Bastogne, Belgium, January 1945

Neither vehicle has any markings other than white and green stars. Both vehicles are in the standard overall Olive Drab. The decals are nicely printed, and adhered well to my model which following an overall coat of Mission Models MMP-020 Olive Drab, was then treated to some panel highlighting with the lighter color of Mission Models MMP-022 Faded 3 Olive Drab. Tamiya X-22 Gloss Clear was then laid down over the OD before the decals were applied. Once the decals had sat on the model for about 15 minutes I applied a liberal coat of Tamiya Mark Fit Strong decal setting solution. The decals dried overnight and looked fine the next day. More X-22 Gloss was airbrushed over the decals to seal them.

The model was then treated to a panel line wash using Burnt Sienna oil paint and Mona Lisa brand mineral spirits to highlight the raised detail. This was allowed to dry overnight, followed by me removing excess wash using Q-tips dipped in mineral spirits. Two more days were allowed to elapse before I sealed the model with some Tamiya X-35 Semi-Gloss Clear mixed 50/50 with XF-86 Flat Clear. This gives a nice finish which is away from gloss, but not as matte as a true "flat coat". I then painted the onboard tools in various Vallejo colors, along with the rear brake lights and the headlights. I then began to weather the vehicle with various "dusty colored" paints: acrylic washes (Lifecolor), oil paints (earth tones), and AK Interactive enamel earth tone washes. Be patient, and just keep layering the washes and paints on, and then dragging them about and down the vertical sides of the model. When I was happy with the "Dust" effect, I took some Tamiya XF-57 Buff paint, and airbrushed thin layers onto the lower hull and running gear. I wanted this model nice and dusty! I then painted the barrel of the hull machine gun Vallejo Dark Rubber, and then rubbed some graphite power on the raise areas.

As an out of the box kit, this Tamiya M4A3E8 is a delight. Well detailed and easy to assemble, it provides the modeler with a nice miniature of the real machine. It is so well engineered that it should pose few if any problems to any skill level. It does have a couple of areas that many modelers might wish to upgrade: remove the blob grab handles, and replace with bent brass wire. The periscope guards really were a prominent feature of such tanks, so you might like to scratch build or get PE items for this area. I can wholeheartedly give this model "Two Thumbs Up", and I myself have purchased two additional kits for my collection. My sincere thanks to TamiyaUSA for providing IPMS/USA the opportunity to review this kit for its members.



Super-Fast Vehicle Windows

by John DeRosia

No! – this does not apply to all models you may be working on. Some of you go to your local glass company to get all those 1/350th scale windows on your model. I am not that insane...yet! OK, got that out of the way...would you crack a smile please?

In many model applications, and many scales – you do not need to see through the windows. Case in point – this 1/25th scale camper I am adding to a Revell Ford pick-up.

The camper came from a die-cast. It is injection molded and styrene. Very crisp molding I might add. However, everything on this shell is molded. So there is a need to either do seven years of masking – or doing hand painting, which for me is the easier route.

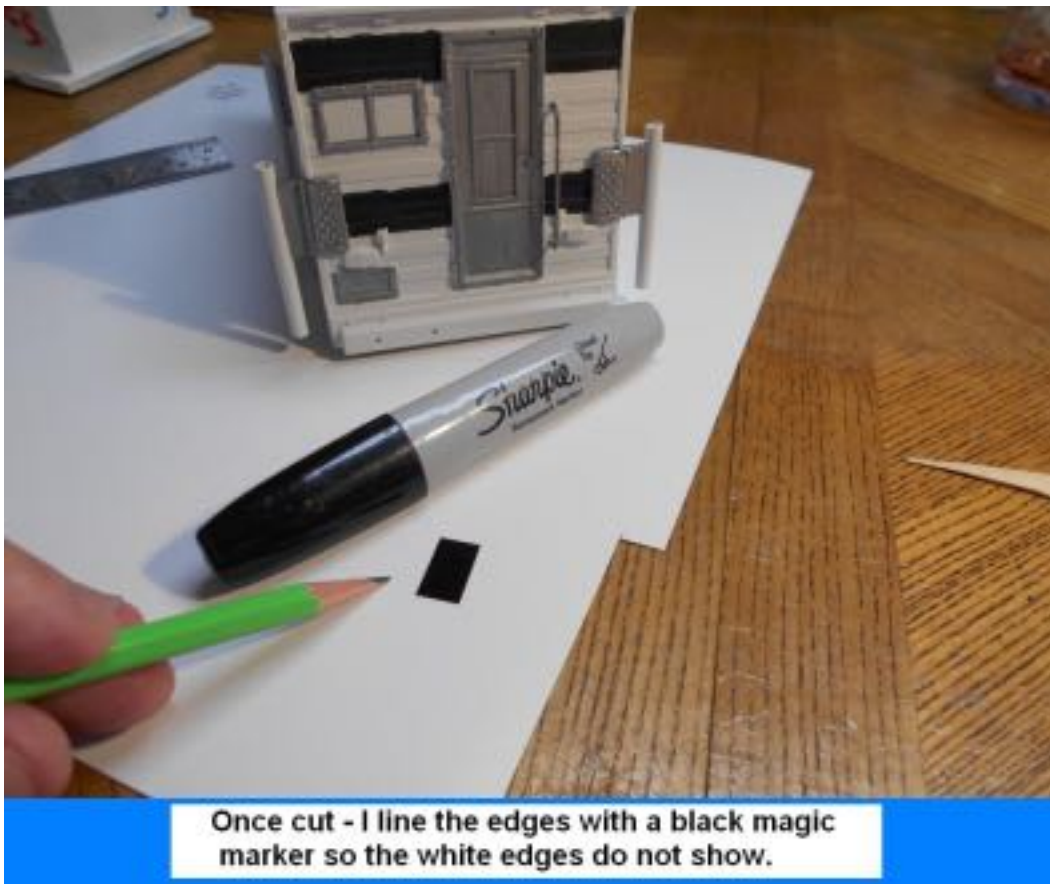
Once I did the basic black stripes and the windows and access doors in aluminum, I knew I did not want to paint all the windows on every side gloss black. Too much work! Yikes!

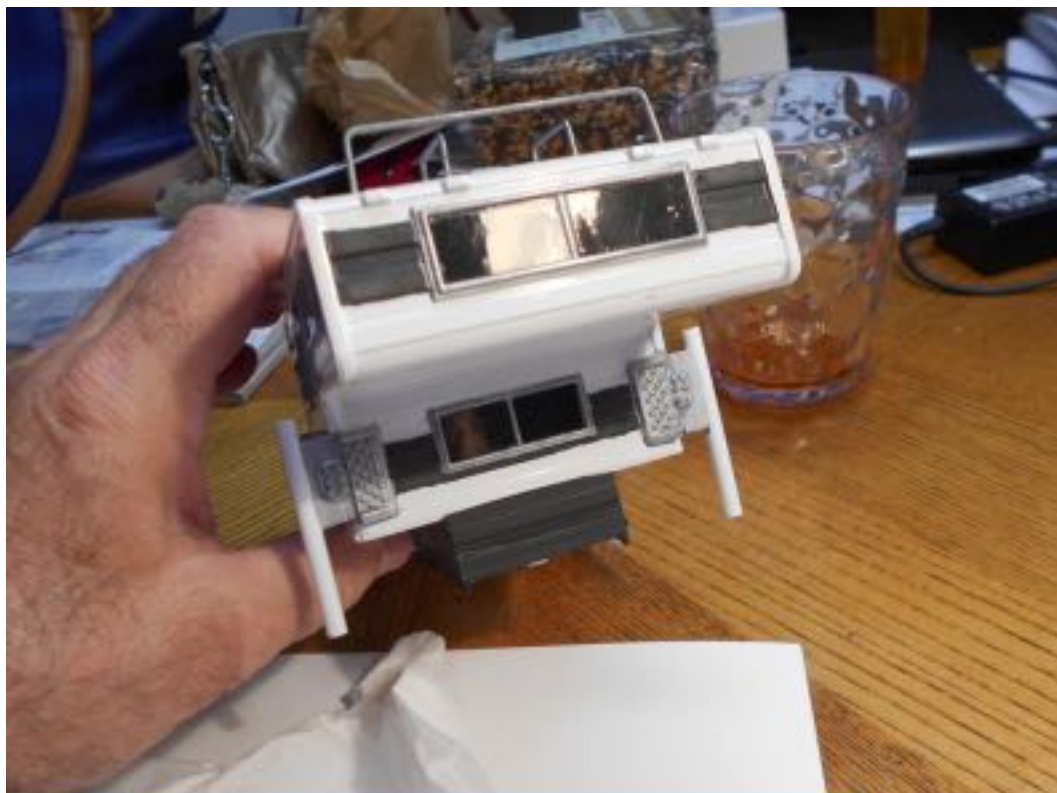
So I thought I would use a glossy black paper. I happened to chance upon a black 'card stock' thick glossy paper for about \$2. You can also use just about anything glossy and in any color should you decide to. Those cheap folders kids use for school papers are also about the perfect thickness and are easy to cut and have many colors on the covers.

Like an amateur home builder, I measured once, cut and then saw I needed to measure it again! GGrrrrrGGrrRRRR! Lessons learned!

Anyway, it only took me only about 30 minutes to add ALL windows to the camper with super-glue. Lots more black stripe touch up yet to do, lights, weathering etc. But for me, the hardest part is signed-sealed-delivered!

Now can you 'see' what I am saying about model glass? Note: many more pictures on our Seattle IPMS Website Blog.





I slowly go all around the camper getting all windows....



Progress thru August 23, 2018

Frankenstein-ian Plastic (RE-) Modeling

by Scott Kruize

Astounding how time flies, eh what? Halloween represents for us approximately half the year gone before we must prepare for our next Contest-and-Show!

As I write this, I'm trying to transition from summer modeling mode to 'Back To School', which comes before the Holiday Season – and all that that implies. So right now, I'm resistant to planning Contest-and-Show build entries. What would I like to do instead, at present? Something entirely different.

And I've come up with one. Going through my stuff, I find quite a large accumulation of plastic bits that will never fit into an actual real build. But these parts were all made, and then acquired, at enormous difficulty and expense, so it seems a shame to waste them. Here's my proposition:

I'll bring them all and dump them onto a 'Free Table' at the September meeting. All of you fellow members: please gather your surplus plastic bits and put them on the table, too. Then we can all rummage through them and make off with:

- somebody else's parts that just happen to fill annoying gaps in box contents within our own stashes
- useful items for dioramas, particularly if they'd save us from robbing precious parts for kit boxes within our own stashes. (Can't have too many complete kits in our stashes... who know HOW long we'll live...? !)
- components to enable our Clever Plans for the upcoming kitbash of the Moebius 'NEV' (Convair Nuclear Exploratory Vehicle) interplanetary spacecraft, for the recently-announced subject of the 2019 ModelFy
- And finally: a big mishmash of odd parts should release our inner Doctor Frankenstein-ian ambitions!

I know we all have such urges, but also a natural aversion to giving them free rein to build an actual living sorta-human monster. We don't want to rob grave sites, play with icky body parts and fluids, or try to construct the elaborate electrical generators we've all seen in sensational Hollywood monster movies. We only want to make things with plastic bits we're used to, within the one-square-foot confines of our obligatory workspaces, using tools, glues, and paints whose ickiness we've already gotten over. And the only electricity we wish to use are the modest amounts that drive our airbrush compressors, magnifying lights, and moto-tools.

Way back, I was part of a Museum of Flight experiment, where the kids employed youthful energy and imagination to bash parts from a 1/48th scale P-47 Thunderbolt and a 1/72nd scale A-10 Warthog into whatever they wanted. Sort of a 'dress rehearsal' to our ModelFy contest event, should they eventually join us. The point is: it's well within our skills to indulge our Dr. Frankenstein-ian impulses to create model representations of things never before seen. Who says all our modeling has to be confined to excruciatingly accurate miniature renditions of some Real Thing?

We can then bring our monstrous creations in, to the meeting at the beginning of October (as Halloween approaches) or the November meeting (when Halloween has just passed). I am not as wealthy as the 'real' Dr. Victor Frankenstein was purported to be in the novel, but I shall nevertheless offer some Special Awards. Trust me: they'll be monstrous!



Fündekals 1/48th Scale F-102A & F-106 Decals

by Bob LaBouy

Convair F-102A Delta Dagger Part 1 \$12.00

Convair F-102A Delta Dagger Part 2 12.00

Convair F-106 Delta Dart Stencils 15.00

Stars and Bars - Post War and Grey 15.00 each

Fündekals provided these five sample sheets for my review. Each sheet provides numerous decals. The F-102A sheets each provide either five or six sets of individual markings. In the case of the Stencil sheet at least one complete set of markings (many of which I used in completion of my F-102A model, and in the Stars and Bars sheets, numerous national insignia.

I decided to build a Monogram F-102A in order to at least try these decals. I have long come to the personal conclusion that review comments not documented with the basic model are incomplete at best. The old Monogram kit is still available via eBay and some other online sources, and is basically a sound kit that certainly met my need for a 'decal target'.

For my 'target' model, I chose the 57th FIS example which demonstrates one of the examples I personally saw on the Elmendorf AFB flight line in the late 1950s era and long since wished to model. I used a sample from three of the sheets in finishing my 'target' model.

An interesting facet of these decal sheets is that the instructions are all available on the Internet for you to download at your desk at your convenience.

I found each of the sampled sheets contained perfect registration, excellent colors (at least for my eyes) and finest details including even the smallest of stencil and aircraft registration details. The decals used were easy to float from the sheets, adhered easily to the models, and in every instance I had no issues with the opacity of the decals used.

If you are interested in great decals, you ought to carefully check out Fündekals, I believe you will be impressed with quality of these sheets and the variety of markings available.

Thank you Fündekals for the opportunity to review these great decal sheets - I really enjoyed the decals



PrezNotes

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are terms new to me, and I must master them.

So once again I must steel myself to take my first steps, knowing that it will be a slow, and sometimes painful process. Unlike my current armor modeling, I won't be confident with my first ship models or figures that at the end of the day I will produce something wonderful. More likely is that my figure will look like a zombie, or have the thousand yard stare, and my ships will look as if they have survived a typhoon, with railings and rigging hanging all catawampus. With luck, and lots of practice, I might be able to up my game such that one day my figures and ship models might look as good as my current armor projects do. I will have fun seeing how things go. Wish me luck!

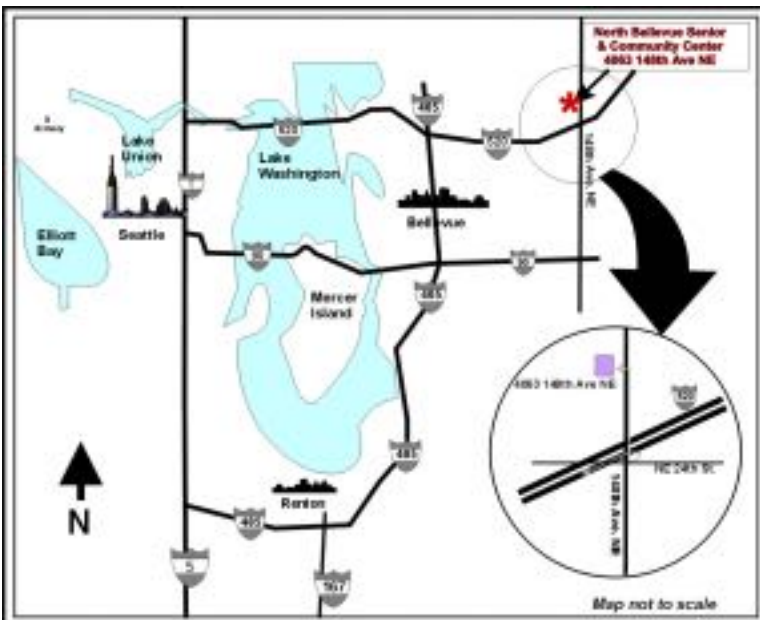
See you at the September meeting!

Cheers,

Andrew

Meeting Reminder

Meeting: September 15
(Third Saturday)



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

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