

Seattle Chapter News



Seattle Chapter IPMS/USA
January 2019

PREZNOTES



If At First You Don't Succeed?

As I wind down my Presidency of our illustrious IPMS chapter, I hope that you have found me if nothing else, enthusiastic when it comes to this great hobby of ours? I enthusiastically encourage us all to work towards having fun meetings. To share the hobby at such public outreach events as those we participate in at the Flying Heritage Museum in Everett and our Spring Show. To attend the shows put on by other clubs, such as the IPMS Vancouver Fall Show, the Portland show, the various NWSM events, and the IPMS USA National Convention.

I try my best to encourage folks to build the model kits they have stacked like chord wood in the basement, or attic, and to bring these models, ALL your recently completed models, to the chapter meetings and the various Shows and displays.

On January 1, 2017, I set myself the goal of completing 20 models during the year. I managed to hit a total of eight. While failing to meet my goal, it turned out nonetheless to be one of my most successful building years ever, surpassed only by the ten I completed in 2012. But still short by 50% of my targeted goal for the year. So, in 2018, I tried for 20 completed models again. This time around, I was a complete flop, finishing only four in the past twelve months. I could make some excuses, such as spending seven weeks in New Zealand at the start of the year, and from September 1 onwards, being occupied flat out refereeing soccer matches Tuesday and Thursday afternoons, and multiple matches each Saturday and Sunday. From November 26 through December 15, I refereed 21 matches alone. But I am not much for excuses.

Undaunted by these two “failed years”, I have launched into 2019 as enthusiastically as ever, once again aiming for 20 models completed BUT with the added goals of building my first ship kit and attempting my first figure painting exercise. And this time around, I KNOW I will succeed. Unless I don't.

Winston Churchill once said: “Success consists of going from failure to failure without loss of enthusiasm.” In this regard, I know I am a success!

I look forward to seeing everyone at our meeting on Saturday, January 12!

Cheers,

Andrew

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

Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2019 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

January 12

March 9 (VFW Post)

February 9

April 6 (VFW Post)

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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Rest in Peace, Jim Schubert, Our Dear Friend

by Andrew Birkbeck

It is with the greatest sadness that I must report the passing of long time IPMS Seattle and NWSM member and great friend Jim Schubert. Jim died on the morning of Monday, January 7 in hospital, having gone in for an emergency gall bladder operation over the weekend. Jim was in great spirits following the operation on Sunday, but as the day progressed, his body began to shut down, and he died of a heart attack. Thankfully he was able to have his wife Razon together with his daughter and step daughters by his side during his last hours.

I have briefly been in touch with Jim's family to give my deepest condolences on behalf of the Club, and have been told there will be no public funeral. However, there WILL be a special memorial gathering for all Jim's modeling friends at a date yet to be announced. I will inform the members once I have full details for the Memorial event.



Kinetic 1/48th Scale ROCAF Grumman S-2A/E/G Tracker

by Blaine Singleton

The S-2 Tracker carried an internal torpedo bay capable of carrying tow lightweight torpedoes or one nuclear depth charge. There were six underwing hard points for rocket pods and conventional depth charges or up to four additional torpedoes. A ventrally-mounted retractable radome for AN/APS-38 radar and Magnetic Anomaly Detector (MAD) AN/ASQ-8 mounted on an extendable rear mounted boom were also fitted.

The instruction booklet was divided into eight pages of clearly marked parts and their construction sequence. Illustrations for the parts and their construction sequence were very clear and crisp. The instructions contained 49 separate steps to complete the model. Included with the instructions is a drawing for paint and decal applications for either of two aircraft.

A total of ten sprues are included in the kit with nine being molded in gray and one for clear parts. Two sprues were for a short fuselage (A version) and engine nacelles. Canopy, searchlight lens cover and position lights make up the clear parts. The kit does not contain a canopy mask so I decided to purchase one from Eduard; I am glad I did.

The decals are printed by Cartograf and provide markings for new and old ROCAF emblems and for a Sea Camouflage or Gray camouflage markings. The decal sheet is full of stencils and warning labels too.

The instructions start off with building the cockpit. Seatbelts were not included with the kit, which was a shame. There is a lot of viewing room into the cockpit, so I had to fabricate my own belts out of tape (would have been a nice touch to have included some belts). I painted the interior of the cockpit with Mission Models Light Gull Gray (MMP063), and the seats Olive Drab (MMP021).

When mating the fuselage halves, take into account the amount of nose weight the model will need so it doesn't tail sit. This is a little difficult because of the airplane's design, as it sits tail low. The instructions say that 100 grams of weight are required in the nose of the model, but I ended up using 150 grams. I used some lead worms and placed them under and behind the cockpit. I suggest building as much of the model as you can with tape to hold parts together, then start adding weight to see how much it will take to get a nose down attitude when the model is finished.

The canopy comes in two halves, which means there will be a seam down the middle. I lightly sanded the seam after the halves of the canopy were joined with odorless C/A. Then I applied some Vallejo acrylic putty over the seam and sanded it again. I attached the canopy to the fuselage again using odorless C/A and filled some gaps between the canopy and fuselage with more acrylic putty. Looking at the molded lines for canopy windows and how intricate they were I decided to buy the canopy paint mask made by Eduard. Like I said earlier, I am glad I did and would highly recommend doing the same if you decide to build this kit.

Early in the wing construction you need to decide if you want to have the wings extended or folded, an option with supplied parts in the kit. I decided to have the wings in an extended position. I was a little concerned with the outer and inner wing joint connection basically being almost a butt joint (not much gluing surface), so I added some reinforcement to the area. I cemented about a three-inch "I" beam (Evergreen Plastic) to the underside of the top of the wing skin to span the wing joint point to give the area lots of strength. The kit has supplied parts for two different wing sections: a set for the A model and a set for the E model. The obvious difference is the A model has cut outs for anti-collision lights in the tips and the E model does not.

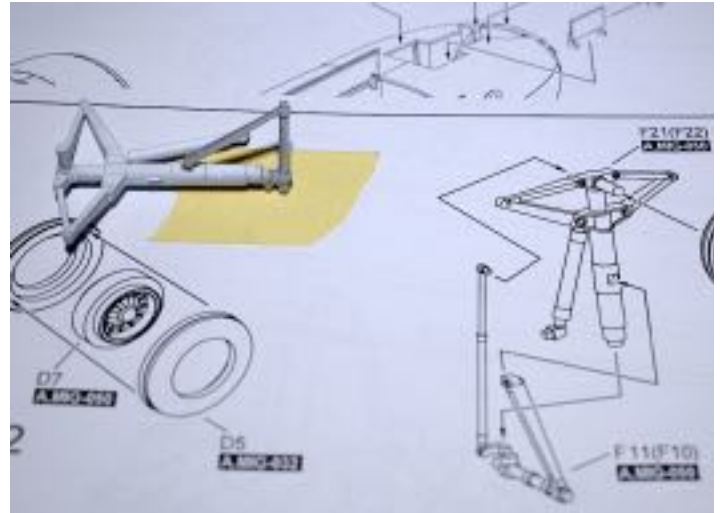
I glued the wings to the fuselage using Tamiya Cement, the glue in the bottle with the orange label and lid. The Propellers were big, and the tips had red and white colored stripes on them which was applied via supplied decal. The engines were molded with nice detail. Once they are in the nacelles not much is visible behind the propellers, but still a nice addition.



This part of the construction is straight forward, and the kit gives you three versions to build. The difference in the nacelles (A or E model) is the aft end where different ordinance is dropped from the airplane. The main landing gear well was a molded tub that made up part of the nacelle, three parts altogether. I painted the gear area with Mission Models White (MMP001).

Included in the model are inserts in the nacelles for the wheel wells for the main landing gear. There is some detail that was brought out with Tamiya Black panel liner after the wheel well was painted with MMP White.

Landing gear comment: I was concerned with this part of construction in that the fuselage is heavy with the nose weight and the landing gear were constructed with a couple of butt joints. The attachment of the gear to the fuselage and nacelles was pretty much a butt joint also. There was no interlocking areas or holes for the landing gear to make a positive fit (see landing gear photos and the construction of the main gear placed over the yellow tape). Once I initially set the landing gear with Tamiya thin cement, I came back and reinforced the join areas of the landing gear to the airplane with gap filling C/A to make sure the landing gear would stand up to the weight of the model.



Landing gear was glued with gap filling C/A for added strength (highly recommended).

The underwing search light was made by using Aluminum foil as a reflector and melting clear sprue pushed into a small round template to form a light for the assembly.

I painted the front wheel well with Mission Models White (MMP001) and then gave it a wash with Tamiya Black panel liner.

Once all the parts of the airplane were attached I built a jig out of thin plywood and packing cardboard to hold the model. The airplane was quite large, and I needed something to hold it steady while I painted and applied the landing gear.

On my models before I add any paint I wipe them down with Denatured Alcohol made by Crown (the "Cleans Windows" type, not the one labeled "Fuel" found at Lowe's hardware) to remove dirt and grease.

I decided to paint the SEA Camouflage scheme consisting of a White underside, Light Blue, Light Gray, and Dark Blue. I decided to prime the model with Mission Models White Primer MMS002 thinned to a 50/50 mix with MMA003 thinner. Once I let the primer dry for 24 hours, I gently "buffed" the primer with a 4000 grit micro mesh finishing sponge and soapy water to smooth out the surface. Thank you to John Miller of Model Paint Solutions www.modelpaintsol.com for the Mission Models Paints and also mixing the custom paint colors.

White: MMP001 was sprayed over the whole underside of the model and part way up the sides. When that paint had dried for 24 hours I masked it off with Tamiya tape and got ready to spray the Camouflage colors.

Light Blue: MMP092 +MMP048 at 10% was the first color painted. Areas were picked out where the paint was to be applied.

Light Gray: MMP057 +MMP048 at 5% + MMP001 at 5% sprayed to fill in part of the camo area freehand to get a soft break between colors.

Dark Blue: MMP062 +MMP072 at 5% +MMP001 at 5% sprayed in the remaining areas also freehand to get a soft break between colors.

De-Icing boots were sprayed with a mix of Black Tire MMP040 at 75% +Black MMP047 at 25%.

Once all the paint had been applied and dried for 24 hours I covered the entire model twice with a spray of Mission Models Gloss Clear MMA006, thinned with 60% Mission Models Thinner MMA003.

The decals were very crisp and had a very thin carrier film. Once they were applied I covered them with MicroSol to get them to adhere to the model surface. After the decals were applied, I sprayed three more coats of Mission Models Gloss Clear to blend the edges of the decals.

Tamiya Black panel liner was used for the edges of flight controls. Panel lines, access hatches and covers were highlighted with Tamiya dark brown panel liner. A mixture of brown and black dry pigments, were used to indicate exhaust stains from the engine on the sides of the engine nacelles.

Once all the weathering had been applied I sprayed the model with four coats of Mission Models Flat Clear MMA004 thinned with 60% Mission Models Thinner to dull the Gloss sheen.

The Mission Models paint colors were diluted with 50% paint and 50% thinner/poly mix. The thinner mix was made up of 10% Mission polyurethane and 90% Mission Models thinner (thinner/polyurethane 10% mix).

The paint was sprayed in multiple dry coat layers to build up the opacity color needed.

The initial construction of the model was straight forward, and once the version I wanted to build was figured out, construction went smoothly.

This was a unique model with the landing gear construction. Initially I had concerns about its ability to hold up the weight (nose weight added) of the model but once finished, the landing gear did fine. The Camo paint scheme was fun to paint especially with the soft break lines between colors. The soft line between colors allowed me to freehand the whole scheme.

This was a fun model to build and paint. I can recommend adding it to your collection. Thank you to Lucky Models and IPMS/USA for the opportunity to review this model.





Perverse Performance by Perfect Plastic Putty®

by Scott Kruize

Of course, we take seriously our moral obligation to follow the dictates of our club officers. We are, for example, supposed to bring LOTS of models to our Contest-and-Show in April. So says our Prez. Similarly, our vice-Prez says we're not supposed to keep futzing around and experimenting with various types of filler and putties – each semi-functional/usable if – and only if! – each modeler understands the optimum way of using them. Instead, he told us all to get the stuff he discovered: Perfect Plastic Putty® from Deluxe Materials, LTD. After all, we knew already that those Brits are Total Clever Dicks, having had to invent the phrase, after such pressing need to use it among and about themselves all the time...Anyway, it's easily applied, can be shaped with a wet fingertip or any other tool, dries hard enough for our purposes, and takes any kind of paint nicely. As the tube label says under the title, it "Fills fine gaps. Creates invisible seams." No wonder Eric's ordered us all to get it, use it...and quit whining!

And so I did, and found it just as he described. Then after a fairly long interval without needing it, I unscrewed the cap on my tube. Horror of horrors! – It no longer came out smoothly like toothpaste, but seems to have gone all dry and crumbly inside.

I was on the verge of defying our vice-Prez's authority and starting to whine. But then I reminded myself that as a modeler, I must be resourceful, and never at a loss. So I played around a bit more.

Yes, it's true PPP may start to dry out in the tube. But if you extract a few soft crumbs and work them with just a little water, it goes right back to being what it was. (I use the tiny rimmed clear-glass disk on which I sometimes mix small quantities of a particular snippet of touch-up color. The low-tech tool you see in the picture is a toothpick, cut off at a slight angle.) The white putty resumes being a smooth paste, is easily applied into even the smallest cracks and holes, smooths out neatly, dries hard enough for us, and takes over-painting exactly as before.

After this reassurance that my tube of PPP would continue to serve, I coaxed a few drops of water into it, shook it briskly a few times over the course of three hours, and find now it's back to squeezing out of the tube as a nice, easy-to-work paste.

So I resolve this New Year's not to whine about troubles with putty ever again, a stance I urge on all my fellow modelers. And I will try to summon up the Moral Will to refrain from whining about anything else as I model. After all, I can always pray to our patron goddess Styrenia, remembering the thought that gives Overriding Serenity to all our modeling efforts:

It's ONLY a HOBBY!





Italeri 1/24th Scale Volvo F16 Globetrotter

by Jacob Russell

Volvo introduced the F-16 series of trucks and tractors in 1988, 10 years after the introduction of the now legendary F-12. The F-16 was powered by a 465 hp, turbocharged and inter cooled six-cylinder diesel engine. The Volvo F-16, particularly in the luxurious and spacious high roof, twin berth Globetrotter version, was popular with fleets and owner-operators alike, and it was a striking presence on the highways of Europe and the Middle East.

Italeri's F-16 kit comes in a large, sturdy box with nice artwork of a single rear axle F-16 tractor. This is a big, complex kit. It consists of 184 parts on seven sprues, molded in black, silver, light gray and clear plastic, plus seven rubber radial tires.

The cab exterior, chassis, engine, and suspension parts are molded in black. The silver parts include the wheels and exhaust stack, and most of the interior parts are molded in light gray. The quality of the molding is very good. The parts are mostly free of flash and sink marks. The sprue attachment points are well positioned, so it will be easy to remove the parts from the sprues without damage.

The Volvo six-cylinder turbocharged and inter cooled diesel engine is very well detailed. You can build the model with the cab tilted so I would recommend that you look on the Internet for pictures of the engine and chassis so that you can add the appropriate "plumbing" (hoses, wiring harnesses, etc.).

The front and rear suspension units are complex and well detailed. I am slightly surprised that the rear suspension is a standard leaf spring set up rather than air suspension. The front suspension is also leaf springs and the front axle steers if carefully assembled.

The interior is also convincingly busy. You might consider opening the doors, which wouldn't be that difficult to accomplish with a hot knife, or installing a couple of LED lights in the roof area so your hard work in this area will be visible.

I am critical of Italeri's decision to mold the cab's exterior parts in black. It IS true that if you want a black cab you could simply spray several coats of clear gloss on the assembled cab and then apply the decals. But if you want a light color, such as yellow, red or light blue, you will need to apply a quality white primer, such as GSI Creos (Gunze) Mr. Base White 1000, in multiple thin coats.

The decal sheet is superb. The colors are bright and the printing is clear, legible and in register. It includes an instrument panel decal, a set of stripes for the cab, plus license plates for many European countries including Austria, Denmark, Finland, France, Great Britain, Sweden, and Switzerland.



I am impressed with Italeri's Volvo F-16 Globetrotter. It is accurate and well detailed. You can build it right out of the box and you will be very satisfied with the results. If you want to add greater detail there are many aftermarket accessories for model truck kits (photo-etch detail parts, resin wheels, etc.) available. Add one of Italeri's 1/24th scale semi-trailers and you will have an exciting replica of one of Volvo's most popular heavy trucks. I recommend this kit and I would like to thank Model Rectifier Corporation for the review sample.

Miniature to the Max!

February 16-17, 2019 | 10 AM-5 PM

The Museum of Flight



2019 NorthWest Scale Modelers Show

Model Exhibition: Explore the world in miniature! Witness a sea of scale model aircraft, cars, tanks, figures, & more at one of the largest model shows in North America! (*Exhibitor info on reverse*)

Special Displays: Commemorate the 75th anniversary of **D-Day** and get up to speed on **Air Racing & Record-Setting**.

Seminars: Learn about the art and craft of scale modeling. Planned topics include:

- Airbrushing 101 through 909: FAQ
- Complete a Model in 15 Steps
- Washes, Filters & Pigments, Oh My!
- Simple And Easy Model Bases
- Photo-Etch Tricks & Traps
- Aircraft and Ship Rigging De-Mystified
- The Schneider Trophy Races
- and more...

Special Guest! Join author and modeler **Chris Bucholtz** discussing his new P-47 book, *Thunderbolts Triumphant: The 362nd Fighter Group vs Germany's Wehrmacht*.

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



**Events FREE with
Museum admission**

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12615 Renton Ave S Seattle WA 98178 (206) 772-1211

www.skywaymodel.com



www.modelpaintsol.com

For more information about the show and NorthWest Scale Modelers, find us on Facebook or visit:
<http://groups.yahoo.com/groups/northwestscalemodelers>
 Questions? Contact Tim Nelson (timndebn@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com)



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Prolific Armor Modeler Reveals Production Information

by Eric Christianson (with a slight prod, and an introduction, from Scott Kruise)

Members know that the Seattle Chapter of the IPMS is under tyrannical domination by Armored Fighting Vehicle builders, namely our Prez, Andrew Birkbeck, and our VP, Eric Christianson.

Their dominance is based on quality AND quantity. They both build prolifically, and even that isn't enough for them; they also write about their builds for this newsletter and for the national IPMS organization's Web site. Their efforts to convince the rest of us to join them in building AFVs know no limits...how DO they do it?

So when Eric brought two models for the Show-and-Tell table at the November meeting of the NorthWest Scale Modelers, a question came up. How could we reconcile his assertion that some of his builds take three months – yet observe that he puts a new model on the table, often at the same time posting of a detailed kit review of it, nearly every month?

At home after the meeting, he pondered the question, and apparently decided that rather than endure a lot of cloak-and-dagger spying from fellow modelers, he would sketch out some details of his efforts to rank high on the list of Major World Superpowers Deploying Armadas of Scale Plastic Armored Fighting Vehicles. [*The Free Dictionary's* third definition is “a large group or force of vehicles, airplanes, etc.: an armada of transport trucks”]

Here's Eric:

I have about 30 bins under my tables (this is one view). These are lettered and numbered:



Each one of these holds at least one model, with some containing three or four, or more – all in some form of finish (they are all built) – this is Box ‘G’:

And these are all managed in a Word document that contains macros to get me to the model quickly, where details are written, but more importantly, the list tells me what the next step in the process is (so I can use an economy of scale with my modeling time, so to speak). Oh yes – these are in addition to the reviews I do... so apparently I currently have about 60 models, give or take, plus my reviews, on the ‘treadmill’...

I think this approach, along with the tagging and bagging that you see me do a lot, helps me with my ‘model-flow’.



Modeling Task List (Non-Review Builds)
Last Updated: Friday, November 02, 2018

Project Name	Next Modeling Session	
Armor Builds In Progress 5		
In-Box Builders (Stored on shelves in Garage)		5
G-Tamiya Panther G w/IR & Armor Flaming	Assembly	5
G-Dragon Panther G w/Limekit	Assembly	5
G-Dragon S440 15cm 420 82 PzPfw II	Detail Painting	8
G-Bronco 18008 10.5cm Geschützwagen	Detail Painting	8
Under Beach Builds (Stored in plastic, lettered cases in model room) ... 6		
A-Dragon Tiger I - Late Version	Whitewash Camo	6
A-MPV Clak Tiger I - Late Version	Black Primer	6
B-Tamiya M-51 Super Sherman	Paint Base Shades On Hull/Fltr	6
B-Talstar Plak 10cm and Trailor	Black Primer	6
C-Tamiya Challenger I	Mod. British Desert Base Coat	6
D-Tamiya M4 Bradley	Wash, Deck Near Painting	6
D-Tamiya Stug III Ausf. G (II)	German Yellow + Deck Tan	7
D-Dragon Heerw-Fahrzeug Nr.3-8	Prime with Black Primer	7
D-Tamiya Sd.Kfz. 251/1 D	Vallejo German Yellow Mix	7
E-MPV Clak LUTPMAL	Base's USA Primer	7
E-Tamiya 187P/01	Desert Stum Yellow Camo	7
F-Tamiya Jagspanzer IV L/70 - with room	German Yellow + Deck Tan	7
F-Italeri Puma	Painting - Research	8
F-Tamiya G82 Russian Jeep	Black Pre-Shape	8
G-Tamiya PzPfw II (OLD BUILD)	Hull Detail Painting	8
G-Tamiya PzPfw II (NEW BUILD)	Black Pre-Shape	8
G-Dragon PzPfw IA	German Yellow - Afrika Corp.	8
G-Dragon King Tiger	Wash and Streaking	8
H-Trumpler M7B-12	480 Green Base Coat	8
H-Tamiya Centurion Mk III	Post-War English Green	9
H-Tamiya Cromwell	WWII English Green	9
H-Tamiya Chieftain	Post-War English Green	9
I-Tamiya A-61 Skyraider	Airbrush Alclad	9
I-Tamiya Marder	100 Desert Camouflage	9
J-Malibu 420-82 Towed Machine	Tamiya Deck Tan Post Shade	9
J-Tamiya Sd.Kfz. 7/1 Plak	Tamiya Deck Tan Post Shade	10
J-Marderwerfer 42 Healtier	Tamiya Deck Tan Post Shade	10
K-Italeri M-47	Waiting for Track	10

K-Dragon Sherman Mk 10 Firefly	WATO Black Pre-Shape	10
L-Tamiya Panther G - Kirkbeck's Panther	Vallejo German Yellow Mix	10
L-Tamiya JagdPanther Late	German Yellow Camouflage	11
L-Tamiya Stug III Ausf. G (2)	German Yellow Base Coat	11
M-Tamiya M80A3	WATO Black Pre-Shape	11
M-Dragon M4A3	Weathering	11
N-Dragon PzPfw IV F2 H - No Skirts	Paint Base Shades On Hull/Fltr	11
N-Tamiya PzPfw IV H - No Skirts	Paint Base Shades On Hull/Fltr	11
N-Tamiya PzPfw IV Ausf. D (Short)	Paint Base Shades On Hull/Fltr	11
O-Taragras A3-37 Vigen	Painting	11
P-Parts - Armor - Bagged, Miscellaneous	Spare Parts	12
P-Parts - Armor - Loose, Miscellaneous	Spare Parts	12
P-Parts - Armor - Bagged, Allied	Spare Parts	12
Q-Tamiya Nakajima Oetki w/room	Paint and Assemble Main Gear	12
Q-Figures - Miscellaneous from Elite	Figures	12
Q-Figures - After-Market, High Value	Figures	12
R-On Deck Bagnage, Tents, Tarp	Hand-Paint Greens	12
R-Tamiya SdKfz 7/1 Prime Mover	Primed, Scheme TBD	12
R-Tamiya M-9 60H	Prime in Black or Brown	12
S-Ding Mac Hauling M47 Gun Truck	German Grey Primer	12
S-Dreads 14500 A Heavy Cargo Truck	Weathering	13
T-Takom FF-5	Russian 480 Base	13
T-Tamiya M-5A1 Stuart	Green/Drab Base Color	14
T-MPV Schmiter	Flat White Base Coat	14
T-Derelicts	Waiting for Network	14
Unbuilt Kits - American Amphibs 15		
Sd.Kfz 251/9 - german grey under yellow, schem 42, p.145 mod is the tired		

Fantasy Printshop Bristol Blenheim Decals

by Jacob Russell

This new sheet in Fantasy Printshop's Euro Decals line is for the Royal Air Force's Bristol Blenheim Mk. I/IF bomber. It has decals for six different aircraft:

Bristol Blenheim Mk. I, K7040, '114', 114 Squadron, Royal Air Force, RAF Wyton, Cambridgeshire, March 1937. This aircraft was Dark Earth and Dark Green over Night (black). The wing and fuselage roundels were superimposed on a yellow background.

Bristol Blenheim Mk. I, K7059, "TW", 90 Squadron, Royal Air Force, RAF Bicester, Oxfordshire, September 1938. This aircraft was also Dark Earth and Dark Green over Night. The yellow roundel outlines were over painted.

Bristol Blenheim Mk.IF, serial unknown, "YN.B", 601 Squadron, Royal Air Force, RAF Hendon, Middlesex, Summer 1939. Dark Earth and Dark Green over Night. The underside of the starboard wing was white with a Night flap.

Bristol Blenheim Mk. I, L7760, "UQ", 211 Squadron, Royal Air Force, Tatoi, Greece late 1940. This aircraft was in RAF Desert Theatre colors Dark Earth and Middlestone over Light Mediterranean Blue. The fuselage roundels were superimposed on a yellow background.

Bristol Blenheim Mk.IF, K7159, "YX.N", 54 Operational Training Unit, Royal Air Force, RAF Church Fenton, North Yorkshire, December 1940. This aircraft was overall Night. The fuselage roundels were superimposed on a yellow background.



Bristol Blenheim Mk.IF, LI210, "P", 771 Naval Air Squadron, Fleet Air Arm, RNAS Hatston, Orkney, Scotland 1942-43. This aircraft was in Royal Navy colors Dark Slate Grey and Extra Dark Sea Grey over Sky Type S. The wing and fuselage roundels were superimposed on a yellow background.

The quality of the printing is first class. The colors are bright. The decals are crisp and in register. There is minimal carrier film.

The sheet is available in 1/48th and 1/72nd scale. The version shown is the 1/48th scale sheet.

This is a superb decal sheet. Each of the six decal options is interesting and all of the aircraft are colorful. I recommend this decal sheet for RAF bomber fans. I would like to thank Fantasy Printshop for the review sample.

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

Usefully Hard Gator Board® Available Next Meeting

by Scott Kruize

I've brought this material to prior meetings, and have more now. It's far superior to paper-faced art board (like Fome-Cor®), being harder, sturdier, and weatherproof. Make a display base or as the foundation for a diorama; walls for model buildings or other structures; sturdy lightweight carrying boxes for our models; modest-sized shelves for displaying them.

An assortment will be at our next meeting on January 12, at about one-third list cost. Sizes will be from about 1' x 4' and smaller, in 1/4 inch thickness plus a few 1/2 inch. Mostly white, some black. \$1 per square foot for the quarter-inch stock, \$1.25 for the half-inch.

Seminars At MoF Show in February

by Eric Christianson

We will be running modeling-related seminars throughout both days of the Museum of Flight show on February 16 and 17. Here is a rough list of the seminars on the schedule so far:

Airbrushing 101 through 909; Frequently Asked Questions – John Miller
Painting Figures with Oil Paints – Steve Hilby
Schneider Trophy Races – Tim Nelson
Thunderbolts Triumphant: The 362nd Fighter Group vs Germany's Wehrmacht – Chris Bucholtz
15 Steps to Heaven; One approach to Finishing Models – Eric Christianson
Using Hairspray to Paint and Weather Models – Eric Christianson
Switching to Acrylics Successfully: Better for your Health, better for the Environment – Eric Christianson

More seminars may be added - please check the schedule at the venue the days of the show for any changes.

2019 IPMS Seattle Meeting Schedule

January 12
February 9
March 9 - VFW Post
April 6 - VFW Post
April 13 - Spring Show at Renton Community Center
May 11
June 8
July 6
August 10
September 14
October 5 - VFW Post
November 9
December 14

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

The March, April, and October meetings will be held at VFW Post #2995, 4330 148th Ave NE, Redmond, WA 98052. The VFW is just a block north of the regular IPMS Meeting site at the North Bellevue Community/Senior Center.

IPMS Seattle Dues for Calendar Year 2019

Your 2019 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15**, which includes monthly e-mail delivery of the newsletter. You can renew by writing a check to IPMS Seattle and mailing it to the address below. Or you can bring the form and payment to the January meeting.

IPMS Seattle Dues for Calendar Year 2019 **Remit \$15 to:**
Twyla Birkbeck
P.O. Box 15983
Seattle, WA 98115-0983

Full Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

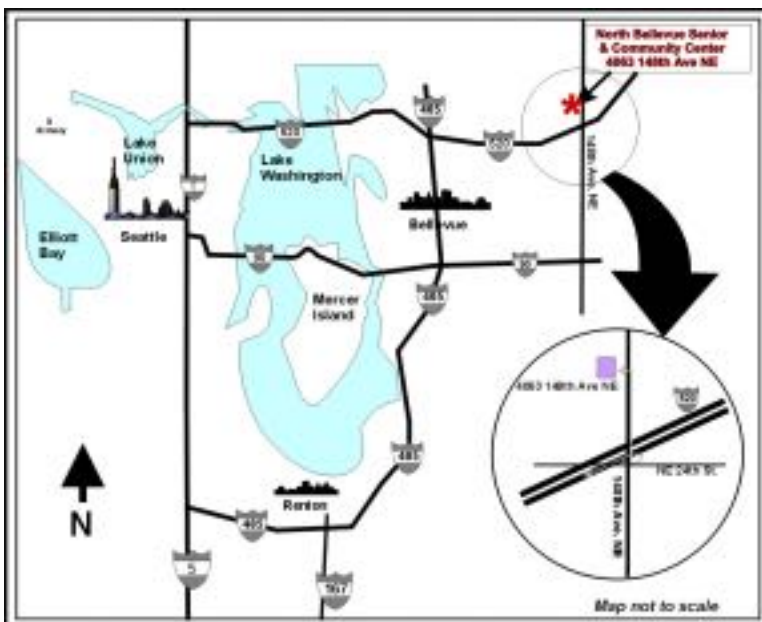
Telephone (Area Code) (_____) _____

E-mail address _____

Please do NOT release my e-mail and phone information for distributed club rosters.

Meeting Reminder

Meeting: January 12



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.