



# Seattle Chapter News

Seattle Chapter IPMS/USA January 2020



## Preznotes - Paint It, Black

Some modelers who have been modeling for a while have developed a distinctive finishing style that others have learned to spot on any display table. This month I'd like to talk about a technique that I've used for years which gives my models a certain shadowy 'darkness', even when the model's finish is light-colored. The technique is a 'pre-shade on steroids' of sorts, where the entire model is painted black-as-night before any other paint touches it.

I can't take credit for developing this technique – that belongs to someone else, long ago. The first time I saw it in use was in a Compendium DVD entitled *Modeling and Detailing German Armor*, by Graham Dunbar Brown. The JagdTiger he produced in the video had that heavy, dark and menacing look of what you'd expect a big Tiger tank to look like.



The goal of the technique is to create shadow and depth where there isn't any; to trick the mind into believing that you're looking at a full-size object by the way light highlights some areas and is lost in others. Since it is next to impossible to create (real) shadows with the lighting in most indoor environments (without distorting the other colors), we can still create 'paint' shadows using black paint. In the images above, every spot that appears dark is not in shadow caused by light – it's actually paint. If applied correctly, the technique provides impressive (and convincing) depth to what would otherwise be a mundane camouflage finish.

Regardless of what type of model I am finishing: aircraft, ship, armor or automobile, once the sub-assemblies are completed, I will paint everything black before doing anything else. In the case of armor kits, the model may very well be completely assembled by that time; with aircraft and ships, I have to hit things piecemeal as I finish each subassembly, such as the cockpit, wheel wells, etc.

I used to spend the money and time using hobby paints for the task, but have more recently turned to Krylon (rattlecan) ColorMaxx Paint + Primer. It's cheap, it goes on frighteningly thick, but it dries super thin and very tough. (Fred Meyer has it).

Once the black paint has had a chance to cure, I apply my first color coat starting from the center of panels, working my way outward toward the edges. I make sure to leave enough of the black showing through to 'frame' the panel. Later, when all the surfaces have been painted, if needed, I might go back and lay down a dusting coat to tone down the areas that have too much contrast. But I creep up on it, spraying the camouflage coat(s) sparingly. If I put on too much, the entire effect is lost and I have to re-shoot it with black.

For wheels, I start in the middle of the wheel and work outwards until I am (near) the outside edge, where I stop. The demarcation line from where the camouflage color paint ends and the (rubber) paint of the tire takes over is 'added' by your brain – it's an optical illusion, really. The black paint underneath fills in the gaps between the two (wheel and tire).

This technique is not difficult; it just takes time, and practice helps of course - but the results are worth it. The visible difference between a model where the technique is used and one where it isn't, well, is like night and day!

If you would like to learn more about this technique, or see more examples of it in use, please try and make it to my seminar on the subject at the upcoming NorthWest Scale Modelers Show at the Museum of Flight, being held the weekend of 15/16 February.

Eric

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### 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 10:30 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 2020 meeting schedule is as follows. All meetings are from **10:30 AM to 1:30 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**January 11**

**March 14 (VFW Hall)**

**February 8**

**April 11 (VFW Hall)**

| IPMS/USA MEMBERSHIP FORM   |  |                               |            |
|--|--|-------------------------------|------------|
| IPMS No.: _____  |  | Name: _____                   |            |
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| Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86           |  |                               |            |
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## AFV Club 1/35th Scale M54A2 5-Ton Truck

by Bob LaBouy

### Pros:

The AFV Club kit comes with a 16-page instruction booklet (with 30 detail steps and a series of black & white sketches illustrating many of the M54 truck versions) and a very brief history of the M39 vehicles (though later identified as the M54 series). I also found myself referring to the detailed parts list and diagram often. I recommend anyone tackling this model to review many of the terrific online references beginning with the Wikipedia pages at: [https://en.wikipedia.org/wiki/M54\\_5-ton\\_6x6\\_truck](https://en.wikipedia.org/wiki/M54_5-ton_6x6_truck)

Excellent details...and a lot of them; the first four full pages of construction steps cover only the truck's frame and undercarriage details. I found that the detailed instructions were well done and required me to carefully follow and check off each minute detail as I went along. I was impressed with the accuracy with which the truck cab and engine cowling all fits together as well as the truck bed and side stakes. This is clearly a well thought out and precisely engineered kit.



Six color paint options provided, though only one is acrylic (I believe); 14 sprue trees provided, including several optional parts (e.g. a canvas truck canopy and cargo bed canopy - I chose to use the hard roof version); 11 pages of detailed construction sections and 30 steps; rear cover contains three suggested 5-view color drawings; excellent box art rendering of the M54A2.

Decal options for at least three vehicles are included; I finished my model with the yellow hood markings though I was unable to find any reference to width of this hood paint markings or the reason why these markings were used on the hoods.

I chose to finish my model using Mission Models paints: US Army Olive Drab (MMP-024) and Worn Black Grey Tires (MMP-105). Prior to painting the model, I also use an overall coat of black primer (MMS-001). I then shoot a thin coat of clear gloss (Duracryl Acrylic Lacquer D468, which I have thinned with DTL 876 from Ditzler). I then overcoated the entire model with Testors Dullcoat. I then applied several coats of Naples Yellow Light (Winsor & Newton #426) to further bring out the details.

### Problems/Issues observed:

Instruction errors or very vague specific drawings (e.g. the set of hand tools detailed [detail #14] which seem to never be seen thereafter; with no location actually shown, and only a very vague placement of what I believe to be the steering control rods in detail #10 drawing #2; in detail #30, there's no provision for just what the spare wheel how is attached—it's just shown as dropping into the truck bed but not the specific bracket or mounting piece). This kit requires a great deal of dry fitting and careful planning as construction is undertaken.

Twelve wheels are provided, of which ten are used in the truck frame; the wheels do not fit tightly using the provided small black pressure washers; in hindsight I would fix these wheels with liquid cement. I wound up with one unused spare wheel.

Numerous small tabs that had to be removed and are not called out in instructions. While this poses no serious hurdle, on more than one occasion I found myself trying figure out if tabs or stubs needed to be removed.

Problems in fitting some parts: the side windows in particular which I was unable to figure out and seems strange considering the obvious careful engineering and fit or very vague specific drawings; I chose to use Mig Ultra Glue to fill in around the resulting gaps.

Several small PE details were omitted in my completion of the model, especially when those small details would not really be visible when the model is completed.



I was surprised to not find an engine provided; while it wasn't a critical factor in my case, I can only guess that the truck modelers would want that level of detail.

As a purely personal note, it would be very helpful if AFV Club would include a couple of spare clear window panels; as a totally ham fisted modeler, this would allow for my mistakes (as seen on the completed kit, especially the left side window and I missed the opportunity to display this in the 'down' position).

#### Helpful references:

IPMS-USA review: <https://www.web.ipmsusa3.org/content/m54a2-5-ton-6x6-cargo-truck>

Armorama review: <https://www.armorama.com/modules.php?op=modload&name=News&file=article&sid=28395&mode=thread&order=0>

iModeler review: <https://imodeler.com/2018/09/imodeler-review-afv-club-1-35-m54a2-5-ton-truck-35300-part-1/>

Jatonka Tech Manual series: <https://www.jatonkam35s.com/jatonkaM54seriesTMdownloadpage.htm>

FineScale Modeler: <http://finescale.com/product-info/kit-reviews/2018/11/workbench-review-afv-club-m54-5-ton-truck>

This model is highly recommended and fills a void in the military's series of commonly used vehicles which are so vital to the logistical support. I wish to thank Mr. Tserng for the opportunity to build and review this kit.





## **NorthWest Scale Modeling, Santa's Aeroplanes, et al**

**text by Scott Kruise; photos by Scott Kruise and Ken Murphy**

Once upon a time...a long, long time ago, but still in modern times...people traveled from place to place, if the distance was long, by steamship and railroad. The machines – and the systems that made, supported, and ran them – were the crowning technical glories of the 19th Century.

Towards the end of that century, Ellen Olsen and her brothers Axel and Albert were born, as was her future husband, Henry Kruise. Well into childhood, they began to hear about a new invention: the aeroplane. There were but a handful, and they never saw any. It cannot have occurred to them that such an invention would ever figure much in their lives.

Then in the late summer in 1914, the Great War broke out. Technology was committed to the business of destruction, as never before, in ways scarcely imagined. And whole populations were swept up in the war, including Axel, Albert, and Henry. Over four years, the combatant nations fielded well over 100,000 warplanes. They were everywhere the War touched...which is to say, all over the globe. Unbelievable, but it's how airplanes became familiar...not just to those three young men in the service, but to everyone...

Late in November, four years later, when hope was nearly gone, the fighting stopped. Most of those hundred thousand warplanes had been consumed in the fighting. With the need for them almost over, many of the surviving planes were scrapped. But some came available on government surplus markets... something new!

A few of the largest got snapped up cheap, by visionaries who thought, "If soldiers can fly around in reconnaissance planes, bombers, and fighting scouts, why can't civilians fly around just to get places more easily, and quicker?" And that's how a few big Great War bombers got converted into something new: civil airliners. Even that name had to be made up new!

We come up to Now. Tim Nelson, also known the world over as RocketMan, decided that Museum of Flight patrons needed to see that aviation history isn't all about warplanes, warplanes, and more warplanes. He curated a new display: "Now Boarding: the First Airliners". The day did come when ordinary people – those who survived the Great War, as my great-uncles and grandparents did – could begin to think about how they might fly peacefully through the skies. What a concept!

Most of us in the NorthWest Scale Modelers, and in our own IPMS Chapter, model military aircraft. They're sleek, they're fast, and have all that drop-dead-gorgeous 'charisma' – as long as one ignores the sinister purpose for which they exist. From time to time, one of us, such as Jon Fincher, or our late colleague, friend, and mentor Jim Schubert, urges us to set aside our military builds, at least for awhile, and put together something related to Wings of Peace. That's what Tim called us to do, as well we ought.

The December NWSM meeting began as an impromptu one-upsmanship game, each Show-and-Tell speaker declaring that for the display, "I built the world's WORST kit!" ...with the following modeler saying "No he didn't, I did! THIS is the world's worst kit!" (This went on for a considerable time...)

Of course that's because jillions of Fokker Triplanes and Sopwith Camels and Mustangs and Messerschmitts and Mitsubishi's, and Lightnings and Sabres and Falcons and MiGs, have been kitted by battalions of manufacturers, in all known scales and sometimes in the obscurest of sub-versions. Whereas civil aircraft, particularly those of the 1920s, have been neglected by the industry. If even one kit of a plane of the period is available at all, it's in 1/72 scale. With luck, it's injection-molded...but often, all you can get is a 'garage operation' resin or (shudder!) vac 'kit' (stretching the definition thereof...)

Nevertheless, the NorthWest Scale Modelers rose to the occasion and persevered with their builds. During the second half of the December 5 meeting, they put up the Display. It will run through April.

My contribution was odd. So far as I know, I'm the only NWSM builder who works in scratch-built all-balsa. I did a 1/24th-scale Dornier Merkur, a very early PURPOSE-designed-and-built civil airliner. Very high-tech for the time: all-metal construction; an ENCLOSED cabin for the upper-crust Society-type passengers. (The two-man crew flew from an open cockpit above the cabin.) What? Of COURSE the passengers were wealthy high-Society glitterati...if you had to ask how much the tickets were back Then, you had NO hope of being able to afford one!

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My model spans nearly three feet... way too big to fit into the Café's twin display cases, so it was hung from the ceiling nearby. In May, I will take it back and finish fitting it out with a full radio-control suite, and fly it under electric power. For now, though, it looks sufficiently Merkur-esque – in its 'Ad Astra' Swiss pioneering-airline livery – to serve as a signpost to the display.

Speaking of Wings of Peace, you might recall my writing about a fine puzzle from Cobble Hill, at Christmas of 2017. It shows Santa and his elves busy in his hangar, where his yellow (what else?!) Piper Cub is being loaded with toys and games for all the kids. Clearly, practical considerations in modern times sometimes require augmentation of the classic 'miniature sleigh with eight tiny reindeer'...

After a closer look at the artist's impression of Santa's hangar, I was quite taken by the airplane in the background shadows. It's a SPAD 13! Who'd've thought?!

Now, how and why Santa came by a Great War surplus warplane is quite beyond me, and artist Tom Newsom provides no information beyond his artwork. Regardless, I felt impelled to model the airplane. I did it the old-fashioned way, scratch building a so-called 'solid' model, like our older friends-and-relations used to do in the 1930s and 40s, before injection-molded styrene kits swept the market. I admit to cheating a bit, having access to sheet styrene...which they didn't...so that's the material of the wings and tail feathers. I also didn't have to hand-make the exhaust manifolds, main wheels, or propeller: those all came from my plastic 'spares' hoard. I had to speculate on the color scheme; no help from Newsom. But I figured that the green forward fuselage and cowl wouldn't have carried all the way back to the tail, so I did the back half of the airplane in bright red. Santa's colors, eh what?



My wife Sandra and I enjoyed putting the puzzle together so much, that I went looking for similar themes to pass an afternoon or two of soggy Washington winter weather, between my model builds. And I found one! Mr. Newsom did a second illustration of Santa getting ready for his deliveries. (Although in neither of these two aircraft-related puzzle boxes, nor in the one of Santa playing with his model railroad pike, is there ANY information about how Mr. Newsom got access to the North Pole facilities). This one starred a machine one would think far more appropriate to carrying a large load than his Cub: a big Ford Tri-motor, which pretty much, all by itself, fills Santa's hangar.



For what it's worth, there are several tri-motors from the period in the Display. Neil Makar did a Ford, although not Santa's. Tim Nelson built a de Havilland D.H. 66, and Morgan Girling built a Fokker F.VII. Ken Murphy modeled Junkers' version...arriving late coming from University Place to pick me up for the December meeting, he remarked only that he hoped there would be sufficient time for the paint to dry before the model went into the display case...

At the January 2 meeting of the Northwest Scale Modelers, yet another tri-motor was added: Bill Glinski's Boeing 80A-1. A 1/72nd scale model of the 1:1 version in the Great Gallery!

Tri-motors were very popular in the early days of air transport, given what the engines of the time offered in power and reliability. Besides this display's German, British, Dutch, and American tri-motors, other designs were built in Italy, France, and the Soviet Union.

It's discouraging to watch and listen to the news this holiday season. I'm not sure if things are actually worse than in the past, but I don't want to dwell on that. Instead, let's consider that Santa puts to good use his flying machines, in the best manifestation of a philosophy of Wings of Peace. And it's clear from both of the puzzle covers that his list of 'Nice' people is very long. We are all on that list, aren't we? And expect to remain so, along with all our friends-and-relations, right? On that Morally Uplifting note, let's be optimistic, let's all go see the display "Now Boarding: the First Airliners"...and let's all look forward to a fine New Year!





## Model Master Paint for Sale

by Bob LaBouy

I have large collection of my Model Master enamels which I am offering for sale to another Seattle Chapter member. As you may be able to see from the attached image, there are at least 300+ bottles of MM paints, the majority of which have never been unsealed. If you are interested, I am open to selling them at the January Chapter meeting.

I will be open to allowing you to see what I have and open to the highest bidder at Chapter meeting or give me a call if you are interested. Our home number is 425-868-9706 and we live in the Trilogy development in Northeast Redmond.



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## IPMS Seattle 2020 Meeting Dates - and a New Meeting Time

Here is the schedule for the 2020 IPMS Seattle meeting dates. We have a new meeting time, 10:30 AM to 1:30 AM, because of changes that the North Bellevue Community/Senior Center has made to its Saturday schedule. This means that meetings will start half-an-hour later than they have done in the past.

All of the meetings will take place at the North Bellevue Community/Senior Center, 4063 -148th Ave NE, Bellevue, with the exception of the March and April meetings, which will be at the VFW Hall just down the street from the NBCSC, and our April Spring Show at Renton Community Center. The October meeting will be on October 3, the first Saturday of the month, to prevent a conflict with the IPMS Vancouver Fall show.

January 11  
February 8  
March 14 (VFW Hall)  
April 11 (VFW Hall)  
April 18 (Spring Show at Renton Community Center)  
May 9  
June 13  
July 11  
August 8  
September 12  
October 3  
November 14  
December 12

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## Seminars for Upcoming MoF Show

by Eric Christianson

I hope everyone is getting excited about the upcoming NorthWest Scale Modelers Show, being held at the Museum of Flight on 15-16 February.

As you know, we will be running modeling-related seminars throughout both days. Here is a rough list of the seminars on the schedule so far:

Airbrushing 101 through 909/Frequently Asked Questions – John Miller

Scratchbuilding Fantasy Models – Steve Hilby

Traveling By Air with Models – Tim Nelson

Making Custom Masks Electronically – Tim Nelson

Making super realistic scale barbed Wire for dioramas – Bill Huffman

Paint It Black, techniques and paint mixes for adding depth to your finishes – Eric Christianson

But...we still have some open slots to fill!

I am pretty sure that some people have told me that they want to present, but only those who sent me an actual e-mail are listed above – my memory just isn't what it used to be! Please let me know at **ModelerEric@comcast.net** if you have something you think other modelers, as well as the general public, might want to know about. If you want to give the same one as last year, no problem, we'd love to see it again.

The venue is nice, the conversation is easy, and the pressure is non-existent. Presenting a seminar will do you no harm!

Thanks again for your help in making our big show a success!

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## Photo of the Month 1



In 1928, Kawasaki imported a single example of the German all-metal Dornier Do B Merkur I into Japan. It was leased to *Asahi Shimbun*-sponsored airline Tozai Teiki Kokutai, and flown as a six-passenger transport. After the outbreak of the Manchurian Incident, the IJAAF ordered Kawasaki to convert the Merkur into an ambulance aircraft. Given the name *Aikoku No.2*, as seen here, it could carry two litter beds for patients, and a doctor and attendant. It was very active in this role in Manchuria from early 1932 onwards.

Photo source: SDASM (AL61A-213)

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## Photos of the Month 2

These photos about an early model airplane event in our State were forwarded to me by Dave Hansen. He notes,

“They are Asahel Curtis images taken in 1914, unidentified other than they are of a “juvenile aeronautics meeting.” Clearly the event is a competition between model aircraft, and just as clearly, there are winners and losers. Who knew our hobby had such long roots?”

The photos are from the collection of the Washington State Historical Society.



## IPMS Seattle Dues for Calendar Year 2020

Your 2020 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, where Club Treasurer Twyla Birkbeck will be happy to assist you.

***IPMS Seattle Dues for Calendar Year 2020*** **Remit \$15 to:**  
**IPMS Seattle**  
**c/o Twyla Birkbeck**  
**P.O. Box 15983**  
**Seattle, WA 98115-0983**

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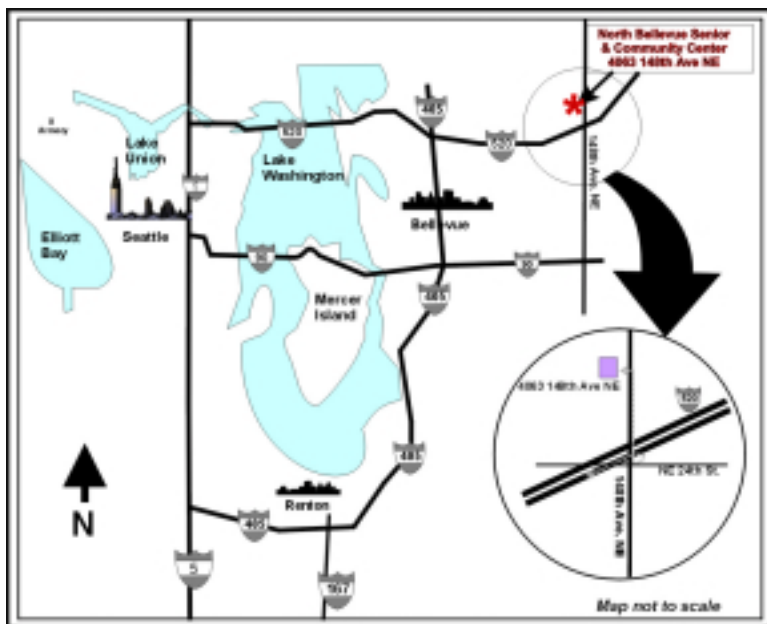
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## Meeting Reminder

**January 11**  
**10:30 AM to 1:30 PM**



**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.