



Seattle Chapter News

Seattle Chapter IPMS/USA March 2020



When Dust Is Your Friend - Tips for Using Pigments and Pastels

Let's face it – it takes a strong disposition to finish a model to perfection, and then add oily pigments and chalky pastels to your creation in the hope that perfection can be improved. Well I'm here to tell you that with a little practice, you can make it happen.

Dust doesn't have to be the enemy, but it does come with rules, so you need to proceed with a little caution. Let's begin by looking at the three types of products available.

Chalk Pastels – These have been around forever. They work well but come in limited colors for modelers and their slightly oily nature make them resistant to removal if you make a mistake. Spend the money for a good set, like Grumbacher – the cheap stuff doesn't scrape into fine powder as well.

Brand modeling pigments such as Mig, Vallejo, AK Interactive, etc. These have also been around for a while, but come in distinctly military colors and Earth tones – the colors we want. They are also pre-ground into a very fine powder. Uschi powders are metallic and work great for representing metallic surfaces and shades, such as Chrome, Iron, and Steel.



You can apply these products wet or dry – the wetting agent I prefer is Mona Lisa Odorless Paint Thinner, which is very mild and helps the pigment stick a little better than plain water, even though either will work fine. Wet pigment is applied as a very thin slurry and then allowed to completely dry before brushing most of the pigment off (using a rough, horsehair brush), leaving behind accumulations of pigment in cracks and corners, such as tire treads and canvas folds, and along the bottom edges of vehicles.

Pigments and chalk pastels can also be applied dry with a 'fluffy' brush – one that can hold the powder as you move it between the product container and the model surface. A catch tray placed beneath the model will catch any excess pigment that falls off for future use, and minimizes the mess - you just don't want pigments all over your workspace! Dry pigments are lightly brushed on in layers, building the shade up as you go. Working with flat (non-glossy) surfaces is much easier since the pigment will have something rough to grip onto. I work from dark colors to light – in the image of the tank, on page 18, the last shade I applied to the sun-drenched Merkava is a dusting of white-chalk pastel.

Mig and Vallejo recommend using a Fixer agent to fix the pigments to the surface of your model. I don't like using fixer because, contrary to company literature, I find that fixers darken the color and hue of the original pigment and/or pastels. Also, if I learn to pick up each of my models in a certain way, the pigment I have applied tends to stay put pretty well (as long as I stay out of the rain!).

Metallic pigments, like the excellent products from Uschi, can be applied using your finger or an Artists Blending Pencil, which is a pencil-shaped tool with a rubber tip that mimics the end of your finger. I would not try using a brush with Uschi products, which are very, very fine – they will probably never come off the brush – even using lacquer thinner, my preferred method of cleaning my pigment brushes.

Finally, the colors you choose to use to add depth to your finishes should generally follow the color wheel, as with washes and/or filters. Work within the spectrum covered by the base color you're applying them to. With a Green surface, for example, try using yellows and blues; with Dark Grey surfaces, maybe blues and light greys, etc.

If you would like to learn more about using pigments and pastels, or see examples of them in use, please try catch my mini-seminar at the end of the upcoming IPMS Monthly meeting, on 14 March.

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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.

March 14 (VFW Hall)

April 18 (Spring Show Renton)

April 11 (VFW Hall)

May 9

IPMS/USA MEMBERSHIP FORM			
IPMS No.:		Name:	
Address:		City:	
State:		Zip:	
Phone:		E-mail:	
Signature (required by PO):			
Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior (under 18 years) \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One for Journal) <input type="checkbox"/> How Many Cards? _____			
<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (airmail) <small>*Checks must be drawn on a US bank or international money order</small>			
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order			
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Mike Quan 1950 - 2020

by Bob LaBouy and Terry Moore

On Sunday, February 16, the Seattle Chapter lost a long time member, Mike Quan. For those of you who knew Mike, I hope these thoughts will rekindle some memories.

We first met in the Spring of 1970. I met Mike on the 'Ave', along with a very tall fellow, reminding me of mutt and Jeff. Mike (and the other really tall guy...) were standing along the east side of University Way, with their faces against the glass like little puppy dogs trying to see inside Campus Hobbies, where we had just been visiting with Fern and Ward Danley (the owners) and had just closed for the day.

Mike was a contributor to both the Seattle Chapter Newsletter and the IPMS-USA Quarterly and Update publications.

We referred to Mike as 'the inscrutable one' and he had a vast knowledge of aeronautical devices, including his many years working with E-Systems (and eventually Raytheon) in Greenville, TX, where he employed his technical expertise on such diverse projects as the Air Force Special Air Missions fleet, support for NC-135 and F-4G aircraft.

In addition to his professional knowledge of aircraft, Mike was a very proficient builder of very fine scale models. An aspect I often witnessed when the Dallas Chapter did their annual group builds, in which Mike always contributed. Mike also coined the phrase, 'the Divine scale' (when talking about 1/72nd scale models), shunning all others and not believing other scales really represented anything worth modeling.

He often broke bread (and other things as well) with us before and after working on the Chapter Newsletters, the Quarterly, or Updates. The highlights of the meal always included favorite movie lines and whatever sandwich was served included copious amounts of mayonnaise. I have never seen a person who could ingest mayonnaise like Mike.

Best of all, I will always remember Mike as one of the happiest and friendliest fellows I ever met. He had a quick mind and a great sense of humor.

Terry Moore's recollections include these memories:

Before I learned to drive, he would drive out from his apartment in Burien to pick me up and we would drive all the way out to Scale Craft in Federal Way.

On one of our trips to the Vancouver show we tracked down ALL the Hobby shops in town (there were a lot back then).

For the Anaheim convention in 1974 Mike had his Z car and he actually let me drive it. For about an hour. We stopped in Weed on the way back and picked up a few cases of Coors beer, which was not sold in Washington at the time. I didn't have any leg room for the rest of the drive home...He had a series of Z cars, which he loved and often drove to their annual auto shows.

I went to stay with Mike before the OK City convention. By then he had his new Z car and he took me for a drive through his neighborhood. At 85 mph!

All good times.

The Seattle Chapter will miss you Mike!



ARMA Hobby 1/72nd Scale Yakovlev Yak-1B “Expert Set”

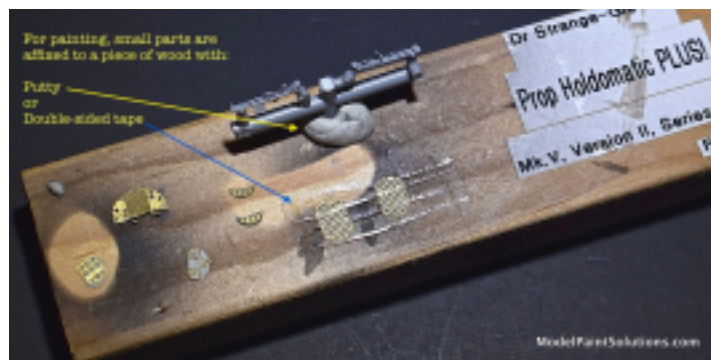
by John Miller, Model Paint Solutions

Having built the Arma Hobby Hawker Hurricane, I was excited to get my hands on their new Yak-1b. This is a beautiful model that's simply engineered and comes together quickly. The cockpit detail is some of the best I've seen in this scale and rivals many 1/48th scale kits. Although the canopy plastic is crystal clear, there is no poseable option. That's a bummer, as an open canopy would allow some of that awesome cockpit detail to be better seen. I suspect we'll see an aftermarket canopy sometime in the near future.

The fit of all the major components is spot-on and the clever engineering of the nose cowl obviates the usual seam filling/blending. The crisp, inscribed surface details really pop under paint and wash and the ample detail in the wheel wells combined with the detailed landing gear make for a very convincing final result.

This kit was a blast to assemble and quicker than most of my builds. The final result is quite convincing and fills a gap that's long needed filling in my display cabinet. Highly recommended!

As I do with all my builds, the sprues were soaked in a 1:1 solution of Denatured Alcohol (For Cleaning Glass, not Fuel) and Windex (with ammonia) for two hours. The sprues were then rinsed and allowed to dry before assembly commenced.



As usual, the build begins with the pilot's office and this is one area where the kit really shines. The detail is ample, accurate, and on par with what's usually seen in larger scales. This is a very detailed cockpit right out of the box.

The required parts were affixed to a piece of wood for ease of handling while painting. Parts such as the instrument panels and cockpit side consoles were shot with Mission Black Primer. After priming in black the PE intake grills were shot with Mission Aluminum.

The instrument panel consisting of a decal sandwiched between the main and smaller center panel comes together beautifully. With

the “Expert Set” some of the molded-in cockpit side panel details are replaced with more detailed PE versions. With this done, a custom mix of Mission A-14 Interior Steel-Grey was prepared by matching to VVS A-14 from the Akan Lacquer range. This was combined with Mission Clear Primer and used to spray the fuselage side panels and various cockpit interior parts. Note: Scroll down for suggestions on diluting and spraying Mission Primers, Paints, and Clear Coats.

Decals are provided that fit the PE side panel additions and add a lot of nice detail with little effort. The decals responded well to Micro-Set and -Sol. Once the decals were protected with a quick coat of 30% Mission Clear Primer, details were highlighted with an enamel panel wash. The addition of the nicely detailed side consoles, after some detail painting with Mission and LifeColor, completed the fuselage halves.

The assembled instrument panel, seat back, and back deck (behind the pilot's head) were added to the starboard fuselage half and at this point, the wealth of detail in the cockpit area is abundantly clear. The shoulder harness was affixed at the top of the seat back and deflected so as to make room for the seat bottom, which is an integral part of the wing center section (added later).

The full-span upper and lower wing halves come together very nicely with little-to-no seam. The details provided in the main wheel wells are awesome for this scale and look great under paint and wash.

The cockpit floor, foot boards, rudder pedals, stick, and seat bottom are glued to the upper wing half during assembly and, again, the detail is abundant and all the little fiddly bits fit quite nicely.

The wing-to-fuselage join is beautiful requiring no filler; ditto that for the join between the horizontal stabilizer-elevator assemblies and the empennage. The clever engineering of the single-piece upper nose cowl obviates any filling/blending here and makes for a pretty rapid and easy assembly. It wasn't all beer and skittles however. Small sink marks or depressions on the wing leading edges and horizontal stabilizers were filled and blended in preparation for primer.

The fit of the clear, single-piece canopy is spot on. As I do with most of my builds, the canopy was buffed out with a dry Kimwipe and dipped in Future or Pledge with Future Shine as it's now called. The canopy was affixed with Gold CA Glue (Bob Smith).

The kit's die-cut masks fit well and were filled in with Mr. Masking SOL R preparatory to priming.

I usually paint and detail the wheel wells during assembly then mask them off for priming and painting. For masking, a strip of 0.70mm Aizu Masking Tape was used for the periphery of the well, which was then filled in with white putty. The wheel well details are very well done and look pretty convincing under paint (Mission A14) and wash (Tamiya Panel Liner).

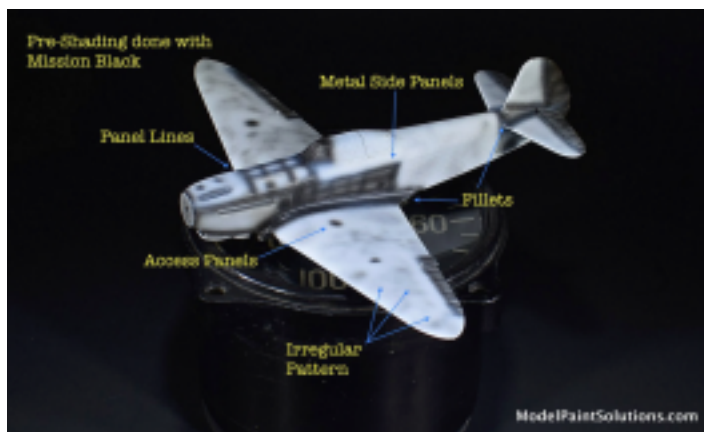
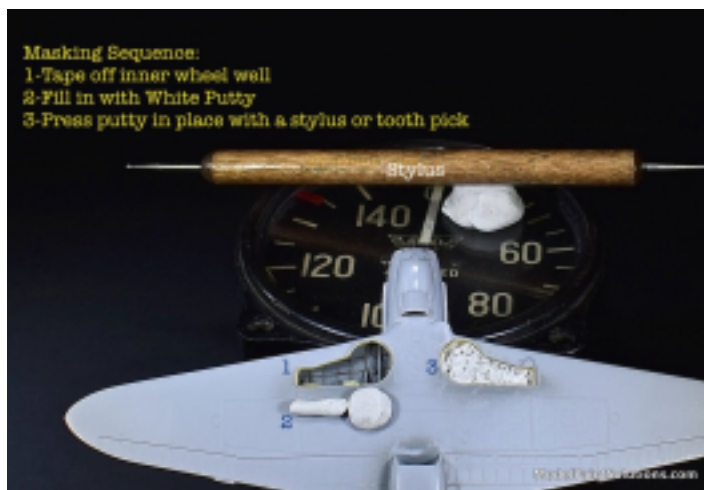
Color and Markings: The masked canopy was sprayed with Mission A-14 to ensure the inner framing would appear the correct color when viewed from the outside when finished. This was applied first as a dry-coat followed by a light wet coat to lessen the chance of wet paint wicking under the canopy masks.

Prior to priming the model was wiped down with a Kimwipe moistened with Denatured Alcohol (DA). Care was taken to keep the DA away from the painted canopy area. DA dries very quickly so after just a few minutes the model was shot with Mission White Primer diluted 1:1 with Mission Thinner. This was applied at ~15psi with an H-S Evolution fitted with a 0.20mm tip. After drying overnight the model was buffed out with 8,000 Micromesh used with soapy water.

Panel lines and other surface details were pre-shaded with Mission Black. The black was diluted for fine-line spraying (see below) and applied at 8-10psi with an H-S Infinity fitted with a 0.15mm tip.

The belly and undersides were shot with a custom mix of Mission paint formulated to match VVS AMT-7 "Blue-Grey" from the Akan range. This was diluted to ~30% paint and shot at ~12psi with an H-S Evolution fitted with a 0.20mm tip (see below).

Custom mixes of Mission paints were matched to AMT-4 (Camouflage Green) and AMT-6 (Night Black) from the Akan lacquer range. Starting with the lightest color (AMT-4), the basic scheme was shot free hand with an H-S Infinity fitted with a 0.15mm tip. This was followed with AMT-6 "Night Black" mixed from Mission paints and shot free hand with a 0.15mm tip. Both paints were diluted to ~30% paint and sprayed at 10-12psi (see below).



Clear Coats and Decals: Preparatory to decaling, the model was sprayed with a 25% mix of Mission Clear primer in Mission Thinner. This was applied as a dry coat followed by a light wet coat for full coverage at ~15psi with an H-S Evolution fitted with a 0.20mm tip. Mission Clear Primer serves as a very hardy clear coat with a semi-gloss finish and pronounced chemical resistance to Micro-Set and –Sol; my go-to decal solvents.

Decals were applied using conventional techniques and Micro-Set and –Sol. Once dry, the decals were shot with Mission Clear Primer in preparation for weathering.

Exhaust stains and various airframe weathering was done with rendered oils and odorless White Spirits (Mona Lisa Odorless Thinner). Once dry, the oil weathering was sealed in with a coat of Mission Clear Primer.

The nicely detailed main gear legs assembled easily and were installed with CA glue. As with the gear legs, the wheels were first painted with Mission A-14 and then masked using Die-Cut Masking Circles saving time and ensuring a crisp paint line between wheel and tire. When dry additional weathering was applied to both wheels and tires with rendered oils and pastels.

The twin airdials were replicated with Uschi “Super-Fine” rigging material (great stuff) and the white insulators were added with white glue applied with a sharpened toothpick. The blobs were allowed to dry and then carefully painted white.

What a blast! This kit comes together quickly with very little effort and packs a huge amount of scale-appropriate detail in a pretty small package. The quality decals went on without a hitch and the whole model was off my bench in about half the time I normally spend on a 1/72nd single-seat fighter. What’s not to like? Highly Recommended!

I was so impressed with this little Yak-1 that it’s become the first kit to be carried on Model Paint Solutions! If you’re interested in building the ARMA Yak-1 Expert Set, it’s available at <https://modelpaintsol.com/model-paint/arma-yak-1b-expert-set-70027>



Suggestions for Diluting and Spraying Mission Primers and Paints

Mission Primers: I dilute Mission Primers 1:1 or 50:50 with Mission Thinner. No Polymix should be added. If it's a dry or hot day, I'll add a few drops of Liquitex Flow Aid to lessen tip dry. I usually spray diluted primer at 12-15psi. The size of the model determines the airbrush tip size used but usually between 0.20 to 0.40mm for 1/72, 1/48, and 1/35. I apply the primer first as a dry or tacky coat followed by a wet fill coat.

Mission Paints: To spray Mission paints I first prepare a solution of Mission Model Thinner to which Mission Clear Primer has been added to 30%. I'll refer to this as CP30 (Clear Primer 30%). I then dilute Mission Models Paints directly into this solution for spraying. Using a pre-mixed solution of Mission Clear Primer and Thinner allows you to prepare paint dilutions in a much more reproducible way thereby ensuring the resulting mixes will spray in a predictable manner.

I then dilute Mission Paints with CP30 using the following guidelines:

General Spraying

Dilute 50:50 with CP30. That's 5 parts Paint to 5 parts CP30. Spray at ~12-15psi.

Fine-Line Spraying

Dilute 40:60 to 30:70 Paint to CP30 (depending on temp and humidity). Spray at ~10psi or less.

Modulation (spraying over pre-shading)

Dilute 40:60 with CP30. Spray at ~10-12 psi.

Mission Metallics: I dilute Mission metallics 70:30 with CP30. That's 7 parts metallic paint to 3 parts CP30. I apply diluted metallics as light, over-lapping dry coats. I let the preceding coat dry (sometimes aided by a hair dryer) before spraying the next coat. The metallic sheen will develop with successive coats.

Mission Clear Coats:CP30 (30% Clear Primer)

I use CP30 as a general clear coat preparatory to decaling and/or weathering. When applied as a dry coat followed by a wet coat CP30 dries to semi-gloss finish that's ideal for rendered oils and enamel panel liners.

Mission Gloss Coat:

Dilute 40:60 with CP30 That's 4 parts Gloss to 6 parts CP30. Spray at ~12-15psi. I like to build Mission Gloss up slowly using light over-lapping dry coats. Avoid getting too much gloss on the model as puddling and runs can occur.

Mission Flat Coat:

Dilute 25:75 with Thinner. That's 1 part Flat to 3 parts Thinner. Spray at ~12-15psi and apply as over-lapping, light, dry coats.





'End of World War II' at the NWSM Yearly MoF Display

by Scott Kruize

The NorthWest Scale Modelers again did their yearly display in the Great Gallery of the Museum of Flight, this last February 15-16. Individual modelers put out whatever they wished of their collections on most of the layout of tables, but one set was for a special display, themed "The End of World War II and its Significance". I was curator.

Two placards explained how World War II ended 75 years ago, on two different dates, in two places on opposite sides of the globe:

>> In Europe, Nazi Germany surrendered on May 8, 1945. Hitler and his immediate coterie were dead by suicide. Surrender on behalf of all Germany's military forces was made by the Navy's Admiral Dönitz. All fighting stopped, including submarine warfare. [The United Kingdom, an island nation, depended on sea trade, even for enough food for its population. Winston Churchill said the U-boat threat worried him the most.]

Blitzkrieg had come back to Germany in overwhelming armored attacks by its enemies, especially the U.S.S.R. Nazi "terror bombing" had rebounded to destroy Germany's cities: in daytime by the United States Army Air Force, at night by the Royal Air Force. German responses include the first ballistic missiles (V2 rockets), deadly 'robot' drones (V1 'buzz bombs'), super-fast submarines, remote-control guided anti-aircraft missiles, and jet warplanes, all deployed by war's end. (Around this placard were placed many loaned models of these destructive marvels, from Will Perry, Morgan Girling, and others.)

>> Four months later in Asia, after Japan was hopelessly defeated, only the dropping of two atomic bombs on August 2nd and 9th moved Emperor Hirohito to order surrender. It was a near thing. Despite every defeat, and destruction of the navy, most of the air force, and nearly every other military asset, with the island nation cut off even from vital food sources, Imperial Japan's fanatical military government's leaders continued to fight. A planned invasion against such suicidal resistance would have meant two million Allied casualties, and unaccountably huge numbers of Japanese deaths.

The formal surrender ceremony took place in Tokyo Bay, signed by all combatants, on U.S. Navy battleship Missouri on September 2, 1945.

The special display was divided up into several sections, with each set of models grouped around a placard explaining its significance to Museum visitors. They like seeing our models, of course, but most know little about the machines we model, or why. Modeling being necessarily intertwined with study of history and technological changes, we know how such change is so greatly accelerated by the pressures of war. The sections were:

- **Fighters: More Advanced, More Powerful, More Deadly** - Always on the leading edge of technology, as each nation strives for supremacy over its enemies, fighters grew ever larger, heavier, faster, and deadlier. The display had paired 1/48th models of 1st-line fighters at the beginning and the end of the War for all the major combatants. Thanks to Paolo Marcucci for his Folgore and Kawasaki Ki-61 Hein, and to Will Perry for a 2nd Hein in the oddest black-and-white scheme, apparently permitted to a super-star Army ace.
- **They Weren't All Zeros** - Speaking of the Hein, this re-run of my prior display was to show many single-engined warplanes of Imperial Japan, and pointed out that the Museum had on display, in the Personal Courage Wing, a Nakajima Ki-43 Hayabusa ("Peregrine Falcon"), not a Zero.
- **Spitfires in All Scales** - Scale is largely a mystery to Museum visitors, so Neil Makar displayed the familiar Supermarine fighter in different versions and in scales from 1/72 to 1/24th.



- **Aren't Those World War I Planes?** - Many 1/72nd-scale biplanes by several modelers, including Ken Murphy, Blaine Singleton, and Jack Matthews, helped Museum visitors understand that biplanes, held together with struts and wires, weren't only Great War equipment. WWII still had many biplanes in service around the world: for primary pilot training, as light transports and utility planes. And in ground attack, as light night bombers, and from catapults on large warships at sea for search and rescue, and gunfire spotting. The Royal Navy had them as front-line torpedo bombers.



- **Advances in Aviation Electronics** - As the war began, an advanced design might have a radio. By the end, development of electronics had given fighters the ability to operate and fight at night and in bad weather, navigate anywhere accurately, be effectively controlled from ground stations, distinguish friend from foe, and 'see' in the dark with radar. The display had night fighters, dominated by a huge 1/32nd-scale Heinkel 'Uhu'. (Many thanks for the loan by another modeler, whose name escapes me as I write this.)

- **Flying Boat Perfection... Forgotten** - Like many other types, flying boats reached a pinnacle of technical sophistication, while in heavy military service throughout the war. They got larger, safer, able to carry larger loads over vastly greater distances. After the war, however, they did not resume their prewar leading role in civil transport and passenger service. So many airfields had been constructed under the pressure of war, worldwide, that there was little need for waterborne operations. On display was Tim Nelson's 1/72 scale Supermarine Stranraer



- **Modern Passenger Flying Boosted By War Technology** - Both world wars saw the power and reliability of engines grow greatly, with commensurate gains in aircraft structure and aerodynamic design. Planes grew larger, and carried heavier loads, faster, more reliably, and more safely. And the electronics advances for night fighting supplemented other improvements in aviation design so modern passengers like us travel in ever more speed, comfort, and safety. Wartime pressure on technology starts out destructive, but peacetime provides opportunities to make life better.

- **Armor For Future Trouble Spots** - The war saw production of well over 100,000 tanks, and uncountable more other armored fighting vehicles. War's end saw many surplus out to the combatants' allies and client states. In new 'hotspots' all over the world, starting with the Korean conflict, that surplus armor was used everywhere, and for a long time. During the Six-Day War, American surplus Shermans still formed the core of the Israeli Defense Forces' armor, and came up against Soviet T-34 and -54-series tanks operated by USSR client states in the Middle East. Will Perry provided two such models.

- **Super-Bomber Project** - As the prewar-designed Boeing B-17 finished the war in Europe, its successor, the B-29 Superfortress, finished the war against Imperial Japan. With its cutting-edge technical innovations, such as a pressurized cockpit and remote-control turrets whose operators had lead-calculating gun sights, the super-plane served mostly at low altitude, bombing the cities with incendiaries. At the end, only specially-modified B-29s were able to carry and deliver the atomic bombs against Hiroshima and Nagasaki. Terry Moore loaned huge 1/48th scale models of both.



- Atomic Bombs End War - I wrote and posted an essay explaining that, horrible though it was, and although leaving a threat hanging over us all to this day, the atomic bombs at least ended the largest and bloodiest war in human history. A few revisionists claim its use was unnecessary, but a senior Museum docent endorsed my reluctant analysis that there was no other way, certainly no better way, given the facts of the time.



Edmonds Community College Toy Shop

by John DeRosia

I recently went to the Edmonds Community College Makerspace 'Toy' Shop. Okay - it's not a toy shop but every modeler's dream to have about any machine available to use without having to buy them. My interest was to learn 3D printing. I did not have any hands-on in this subject, nor one clue about the software and how to use it.

Here are just some of the capabilities and machines available to use in their 11,000 sq foot facility: 3D Printers, lathes, wood working, welders, composites, injection molding, laser scanning, 5-axis cutter, roto-molding, laser cutters, plasma cutters and many more I am sure I forgot about. Tons of machines everywhere you look. The link below takes you through the machines and such.

I took a tour a few weeks ago with my friend Steve who accidentally found out about this through an RC Boat club member. We took the tour, and they had to call in an emergency drool clean up squad after I walked out. WOW! Candy Land for boys and girls of all ages!

The day we took their tour, someone was using their Stereolithography machine to make 1/87th scale war gaming tanks. Unbelievable.

We then signed up for their 3D printing class. Remember- I'm in the Old Geezer category but was 100% excited I could do this. At the end of the class, with about 45 minutes of hands-on – we were able to make a very simple 'solid object' that could have been 3D printed. I just can't tell you how it felt to start taming this beast. I thought only rocket scientist sort of men and women can make 3D printed parts. Not anymore.

The history is that basically Boeing and others invested \$2 million dollars when the 787 started up. This was part of their education to get students interested in hands-on machines for their future employment possibilities. It is now open to the public. It sounds like Edmonds is the only local Seattle area college with this amount of machinery

The basic premise is that they will hold two-hour classes (each class \$50) to teach you a certain machine if you don't know it. Classes are per demand etc. Forget the six months of theory etc. This is about hands-on. Then they help/supervise when you actually go to use the machines. Please note they schedule classes when needed, and or they become available. If you are already proficient in a certain machine – but don't own one you need – a class for you may not be needed. Certain other restrictions may apply. When you go – ask all the questions you want. They are happy to let you know.

As the example I noted from my own experience, I took their two-hour class, (\$50), Feb 27. We got a link to the software they use (Free if you are a hobbyist) and much other information. They stepped us through from getting an account to using the software to make a very simple part. When I finally get better at the 3D printing software and design something I would like for my models, using their printers will run only \$10/hour. That includes the plastic, etc.

Here is the link below to the fantastic facilities at Edmonds Community College where all the incredible 'toys' - machines - are. The tour was free and David Voetmann, the main facility person, is great/friendly and very knowledgeable. He will answer all questions and more. The link has a video, a calendar for tours etc.

Fish around on the link below and they have a great short video.

<https://www.edcc.edu/workforce/entrepreneurship/makerspace/default.html>

You can also type in Bing or Google:

The Facility Makerspace-Edmonds Community College.

Remember: Real Men – it's okay to drool!

Something to think about. Have fun!

AFV Club 1/35th Scale Berlin Wall

by Bill Huffman

The Berlin Wall stood from 1961 to 1989. During that time the cold war anxiously dragged-on between Uncle Sam, and a Big Red Bear held behind an Iron Curtain. For many people, the Berlin Wall became the physical manifestation of that imagined Iron Curtain.

The AFV Club Berlin Wall model kit represents the Berlin Wall in its most remembered form. While “The Wall” was continuously updated with various designs throughout its 28 years, AFV Club’s Berlin Wall kit represents the last iconic design until its destruction in 1989.

Contents:

1 plastic bag with three “a” sprues, with four parts per sprue.
1 plastic bag with a set of water slide decals depicting graffiti/street art.



The instructions and paint color list are printed on the back of the box. Dark gray (1) is the only color listed, with paint codes for Hobby Color, Mr.Color, Mr.Color Spray, Humbrol, Revell, and Lifecolor.

The parts are very clean on the sprues, with cement texturing on the surfaces which looks appropriate, and able to hold up under paint and the large decals.

These will be the largest decals I have applied to a model, the largest at 3.75” x 1.5”. My main concern is seeing that texture through the decal, so decal setting solution will be a must have. One curious note about the decals, everything is in English. While English graffiti was very present, multiple languages were present, not to mention German (Deutsch).

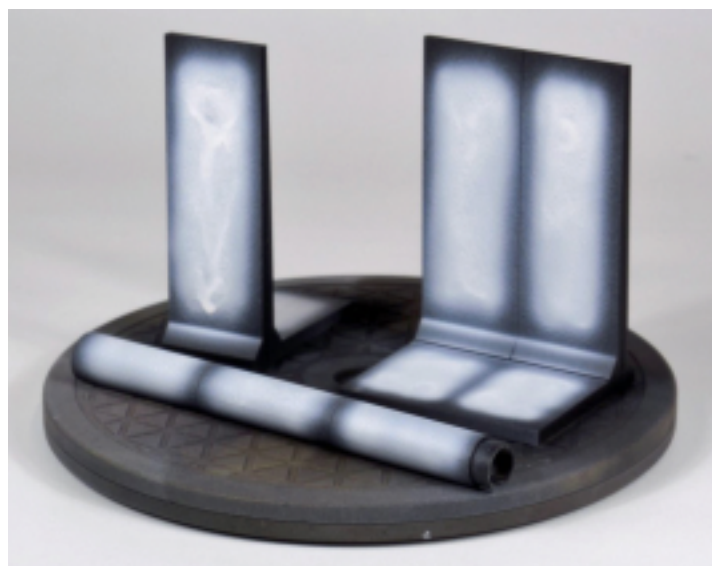
I also chuckled to myself when under magnification, I read a familiar limerick on the decal sheet that began; Here I sit, broken hearted, tried to..... Yes, that age old bit of personal-time poetry made the graffiti cut!

Each sprue contains four parts; two wall sections, a sidewalk base and a round cap. Seam clean-up was a breeze, the only surface seams were on the top round wall caps, but even that fits without scraping as the original wall caps were cast concrete and had their own “Flash” of a sort.

This is a simple kit, 12 parts in total, and went together nicely. Fitting was tight and each section held together without glue. If you plan to do a longer section of the Wall by connecting multiple kits, then this thoughtful engineering by AFV Club will be appreciated even more.

If you’re looking for a quick but very effective accessory for a simple shelf display for your model, there is no need for paint. The kit can be assembled, decals applied, and you’ll have a nice background piece for your ‘70s-‘80s European Cold War model.

My plan was to paint, so I started with Vallejo Black Surface Primer # 73.602, and covered all top and side surfaces. I may want to glue the finished kit to a base, so no paint on the bottom.



Next I pre-shaded with Liquitex Basics Titanium White thinned with Golden acrylic airbrush medium and water, (30/30/30 mix). I hit all the open surfaces with the titanium white and left it primer black under overhangs, and along seams. After pre-shading, I chose Tamiya XF-19 Sky Grey (flat) for the base coat.

I airbrushed the entire model, taking care to not lose my pre-shading. The surface texture came through the paint nicely. I stopped painting after the Grey coat, but in actuality any portion of "The Wall" that was accessible was heavily, and frequently painted to the effect that no cement was visible for that entire stretch of the wall.

As I said in the beginning, these decals are the largest I have personally worked with. I followed the instructions and used warm water, and they worked great, (it's nice to work with new decals for a change). The clear borders on the decals are almost a 1/4-inch wide in some places, but the decal material itself seems thick and pliable so they should be fine to trim before applying. This may bite me later, but I wanted to see how effectively I could mask silvering, so no trimmed edges for me.

I only placed decals on the "West" or "Allied" side of the wall. The opposite side of the wall was typically blank with nothing but obscure numeric markers. Being stationed in Berlin during the late '80s, we were convinced they were just put there as a lark to confuse the "Aameeericann's". The wall was typically two or more walls in some places, with a carefully constructed Dead-Man's-Land between them with tank, and antipersonnel mines. There were even rumored high-tech electronic sensors buried throughout.

I brushed Tamiya Mark Fit Strong on the surface before laying each decal, and more after final positioning. I carefully wicked away the excess fluid, then rolled a cotton swab over the decal to get it to lay down into the texture. I allowed it to dry and applied four additional coats before letting it dry overnight.

This is my first-time using Mark Fit Strong, and it really does a number on the decal when its brushed on. The decal instantly shrivels and bunches up before relaxing again on the model as it dries. Once it does dry it looks great, so it's just getting used to it. Just the same, If I were doing older or more delicate decals, I would probably use Micro Set and Micro Sol.

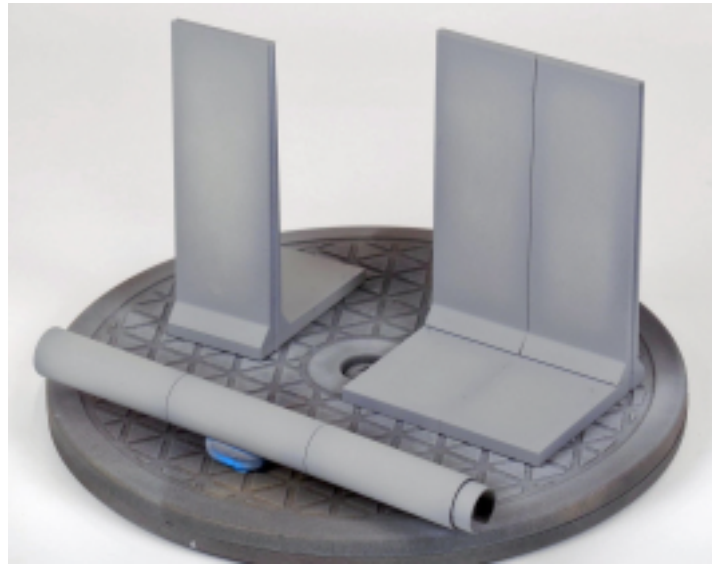
I let the decals cure overnight, and noticed a few small bubbles under the large decal. Two days later most of the bubbles had gone, but I did see some that confirmed my earlier worry about such large decals holding a bubble until it dried and could be seen. I doubt anyone else would see it, but I know they're there...mocking my decal skills.

For weathering my Berlin Wall kit, I wanted to make sure I captured the grunge on top of and on the face of the wall. Throughout Germany in the 1980s, the burning of coal for basic heating was still common, and as a result black soot gathered on everything. While stationed in Berlin from 1986 to 1990, we would run PT, (Physical Training) each morning and when the air quality was poor, you could actually feel the coal grit on your teeth.

After airbrushing on the coal dust, (Tamiya Flat Black XF-1) I did a small amount of streaking then decided to add some yellowed grass tufts, a few rocks, and other detritus to enhance the scale effects. After some yellow and burnt umber shading with oils, painting was finished.

After allowing to dry for two days, a coat of Tamiya TS-80 Flat Clear completed my model.

For the past two years, I have been obsessed with building Dioramas for my models. While I would previously choose a model based on its individual coolness factor, I now consider an event or situation, terrain, and often the political climate my model may have operated in. Building dioramas has both widened my view of modeling, and renewed my interest in history.

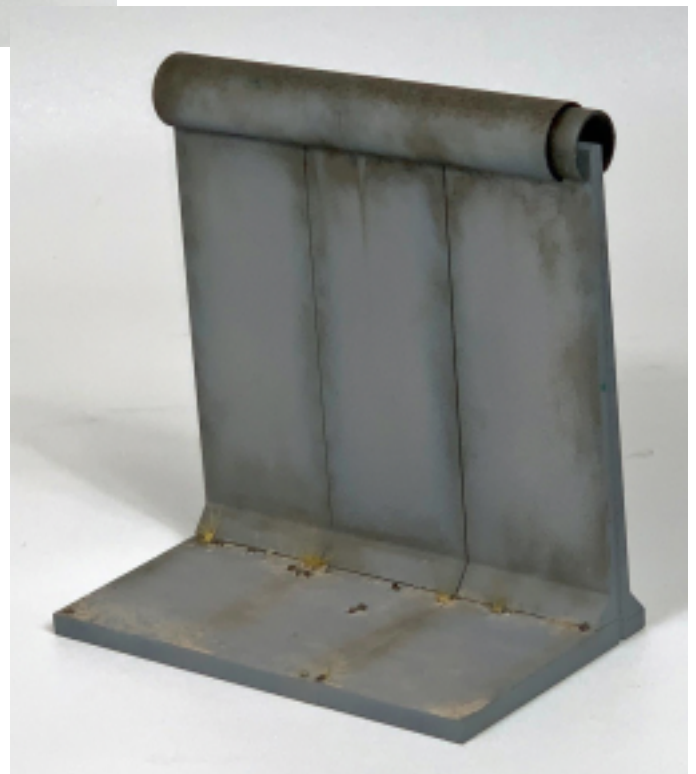


Considering the presence of the U.S., British, French, and Russian armies in an urban environment, this simple kit can be added to a vast number of Model Kits to enhance your “Cold War” display.

I want to give a very enthusiastic Thank You to Pei Chi, AFV Club, and IPMS-Seattle for allowing me to conduct this review. This kit represents a very special place in my memory, and maybe yours too.



Allied side



Eastern side

April 2020 IPMS Show Registration Volunteers

by John DeRosia

Is it really that time already? If you are like me, its one of my great yearly exciting events.

Once again, I thank Morgan Girling who had done such an excellent job of running the registration for years before it was handed off to me. Handed as in "I was honored" to be given the opportunity to take over.

We all know a club cannot run without its great volunteers. From club President on down, the hours and hours put in by these leaders needs an applause.

I have already seen the sign-up sheets in our last two meetings with names being added to all categories. Thank you to those already stepping up to the plate.

For registration, which I am heading up, I learned something last year – don't have the same color arm bands for actual contest entrants as the walk-in viewers have. Not to worry. I already ordered and have in my possession two colors. Hot pink and green. I'll let you decide which category gets which color.

We also discussed having TWO (2) actual lines for contest entry people to be in for this year 2020. We want to make it even speedier and better to get through to sign up for their models.

I already know we will have more people sign up for registration before the show so I am excited for the club. I will start contacting you toward the end of March, early April, about the time slots available and which spot you would like for those who sign up for Registration.

Registration requires only these few things:

- 1) 1.5 hour time slots
- 2) Friendly smiles to all people entering/visiting
- 3) Able to drink hot coffee/snacks that I will provide.

And you though we only let PH.D kind of folks volunteer. Ha!

I provide everything else (materials, pens, sign up slips etc).

Lastly - here is my real excitement about all volunteers for all categories.

By volunteering and helping the club, you make it possible for all heads of the main category people to also have time to see the models and interact with friends, and many new people we all meet.

Ever worked an event and never get to see the models and such? Not fun in many ways. By you helping for a short time no matter what category, we all walk away with 100% feeling good about the show.

I can already feel your excitement, enthusiasm, and drool about volunteering, seeing so many incredible models in April, and of course: Bringing something you have created also for others to see (hopefully it's an orange color - ha, ha) !

C You there!

*A photo of a
model of a
Merkava tank
demonstrating
Eric's pigments
and pastels
technique - see
page 1*



Meeting Reminder **March 14** **VFW Post** **10:30 AM to 1:30 PM**



This month's
IPMS Seattle
meeting will be
at VFW Post
#2995, 4330
148th Ave NE,
Redmond, WA,
98052, at 10:30
AM.