



Seattle Chapter News

Seattle Chapter IPMS/USA May 2020



Why Not Try Something New?

I want to talk about some new products that I've been playing around with lately. But first I'd like to make a plug for joining the various Zoom build sessions being held these days while we hunker down.

It's been a while since we've met in person as a group, and so we've moved things on-line, hosting weekly build sessions via Zoom that last anywhere from two to seven hours in length. Modelers come and go as they please, and the sessions have been a lot of fun. In fact, I've never done so much modeling as I have these last few months, and I attribute that to bringing it online. If you are not receiving invitations to these events, and you would like to be, please e-mail me directly and I will make sure you get on the various lists. With the Governor's announcement last week, it is looking like our June meeting, and possibly even our July meeting will be canceled, so try and join the online sessions if you can. All three local clubs (IPMS/NWSM/Galaxy Exiles) are hosting Thursday sessions, with an additional session during our IPMS Saturday meeting slot. Even if you don't build anything, join anyway if just to hang out and re-connect with your fellow modeling friends. It will do you no harm!

Paper Shaper

I picked up a new product that is being marketed by Vantage Modeling Solutions (VMS) for forming ANY type of paper over complex surfaces. Historically the domain of tissue paper and white glue, Paper Shaper allows you manipulate much thicker mediums by somehow dissolving the material without altering the structure (or pre-existing color), thereby opening up this modeling technique to printer and/or construction paper.

I wanted to drape a German aerial recognition flag over a delicate frame on my recently completed Bison II, but I couldn't roll epoxy putty thin and light enough, and the texture of tissue and Kimwipes didn't look right. Plus – I am not skilled enough to paint the flag even if I did find the right paper. I found a perfect (weathered!) flag in a coffee-table book about *Spiegel*, the popular German wartime propaganda magazine. After cutting the image out of the book, I darkened the edges with a black Sharpie and dropped it in a little puddle of Paper Shaper. After soaking the flag cutout in the fluid, I was able to drape it where I wanted, prodding and poking it to settle down where I wanted it to. While this doesn't work as easily as tissue paper and diluted white glue, it does a pretty good job nonetheless. You can find the product here, and watch a nifty how-to video to boot. <https://www.vms-supplies.com/vms-paper-shaper>

AK Interactive Real Colors Paints

If you like using Tamiya paints and haven't tried AK-I's 'Real Colors' yet, then you are in luck – your color selection just went through the roof. AK-I 'Real Colors' have

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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 10:30 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.

The May meeting has been cancelled
July 11

June 13
August 8

IPMS/USA MEMBERSHIP FORM

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A Pair of Starfighters

by Gary Meinert

Part 1: Dutch Masters TF-104G

Last fall I caught the Starfighter virus, which caused me to lurch into my closet and pull out two of my Hasegawa 1/48th scale F-104 kits. I began a simultaneous build of both kits, with the TF-104G completed first. Hasegawa's family of 1/48th Starfighters is not new—the first one rolled out twenty years ago.

Although accurate and well-detailed, the Hasegawa Starfighters are not fall-together kits. In the basic construction phase, considerable filling and sanding is necessary to address fit problems. Examples include the air intake sub-assemblies, wing-to-fuselage, bottom rear fuselage, and rudder/vertical tail areas. Specific to the TF-104G is also the problem of unsightly open spaces behind each seat. I constructed bulkheads of .005 sheet plastic and mated them to the cockpit tub to cover those spaces.

I used DACO improvement parts instead of the kit parts for the wings, flaps, ailerons, horizontal stabilizer and tip tank fins. The DACO parts are without the excessive recessed rivet surface detail that afflict the kit parts. I also used the DACO underwing pylons and drop tanks. My choice for the Lockheed C-2 ejection seats was a pair of Verlinden resin seats, but they were too high so I had to cut down the bottom of each seat.

My TF-104G model is from the Dutch Masters conversion unit of the Royal Netherlands Air Force in the mid-1960s. The need was to train pilots in low level operations, and the Dutch Masters excelled in this task. Why are the underwing drop tanks green? Well, that is what my reference photo for D-5803 shows. This was a transition period for the Netherlands F-104 fleet as the initial light gray paint scheme was gradually replaced by the dark green and dark gray upper surface camouflage.

The model was painted with Testors Model Master enamels along with Alclad for the rear-fuselage natural metal area. Decals are a combination of XtraDecals and Dutch Decals over Alclad clear gloss. Final clear finish is XtraCrylix clear flat, which leaves a slight sheen—just what I wanted. I was unhappy with the Dutch Decals because several of them split apart, and I had trouble with the clear film going down properly even with repeated applications of Solvaset and blotting. Double Boo! for Dutch Decals.

After a long and tiring build, I am glad to add the TF-104G to my collection of 1/48th Starfighters.







Part 2: JASDF F-104J

In 1962 the JASDF (Japan Air Self Defence Force) began to replace its aging F-86 Sabre jets with the new F-104J. Early airframes were assembled from imported Lockheed knock-down kits; all others were manufactured in Japan by Mitsubishi Heavy Industries. The Japanese version of the Starfighter was optimized specifically for the air defense role and served thru the mid-1980s. A series of special air combat exercises began in 1979 that featured unusual paint schemes applied to some of the participating F-104s.

My Hasegawa 1/48th F-104J of JASDF 202 Squadron depicts one of the participants from the 1980 ACM event. The model was made possible by the recent Fundekals decal sheet 48-021 and a photo from my color slide collection. The excellent Fundekals sheet offers many choices, including a two-tone blue F-104J. I simply had to rearrange the tail and fuselage numbers to match the specific aircraft in my photo reference.

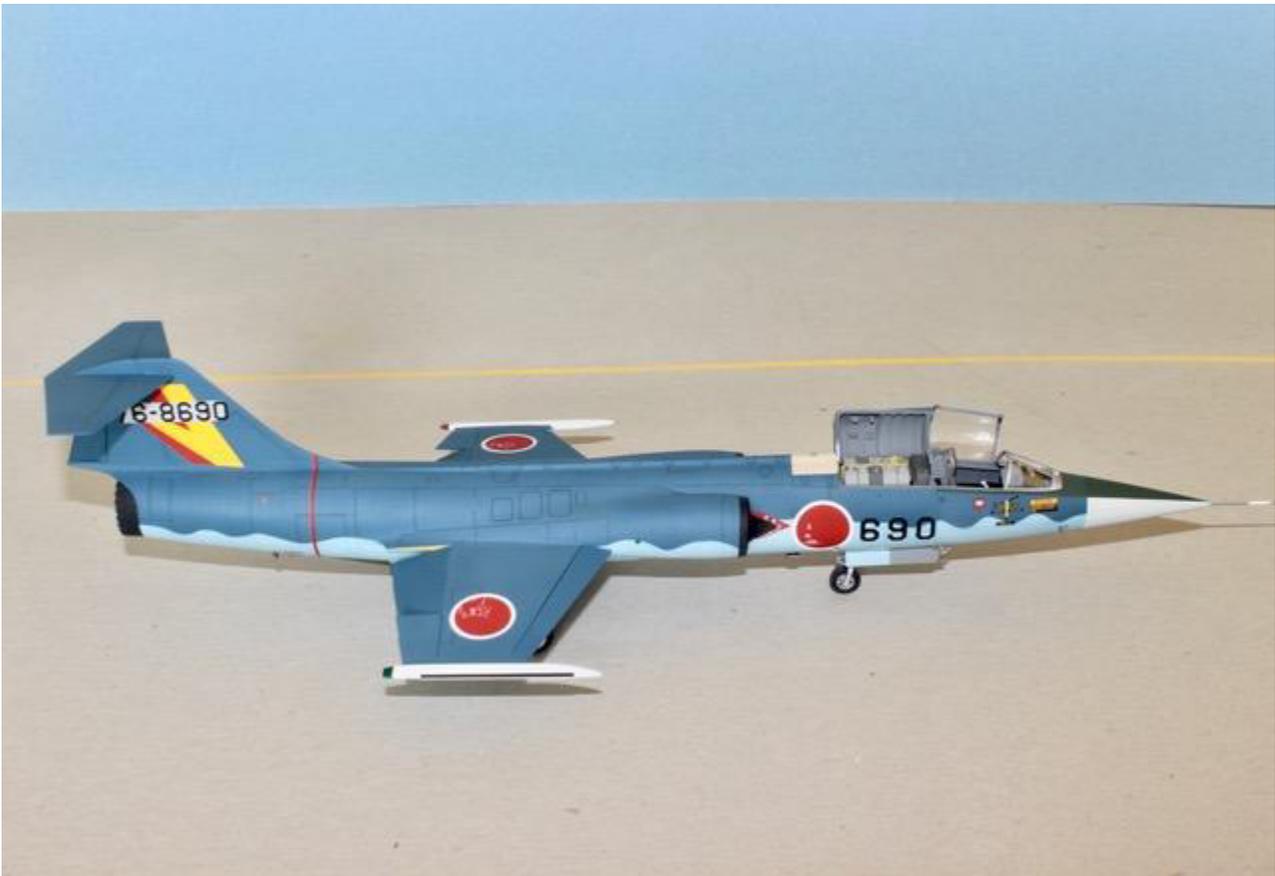
The build was similar to my project in Starfighters Part 1. I again used DACO improvement parts to replace the kit wings, flaps, rudder, horizontal stabilizer, and pitot tube. The wingtip missile rails are also from DACO. A significant addition was the DACO electronics bay behind the cockpit with full equipment and open hatch. The C-2 ejection seat is a Quickboost resin seat. For the seat to fit at the proper height, I had to remove the raised section from the kit's cockpit tub floor and then rebuild the floor.

I spent a lot of time staring at my color slide and trying to mix different paints in an attempt to create the blue colors for my model, but was not satisfied with any of them. I eventually decided to go with the Fundekals recommendations for approximate colors: FS35109 dark blue and FS35450 light blue. I used my Testors Model Master enamels for both of these colors, but I added a bit of neutral gray to each. Being a color detective is hard work!

A worthy addition to my 1/48th Starfighter collection. This model is dedicated to Hideki Nagakubo, my Japanese slide correspondent of the 1970s and 80s.





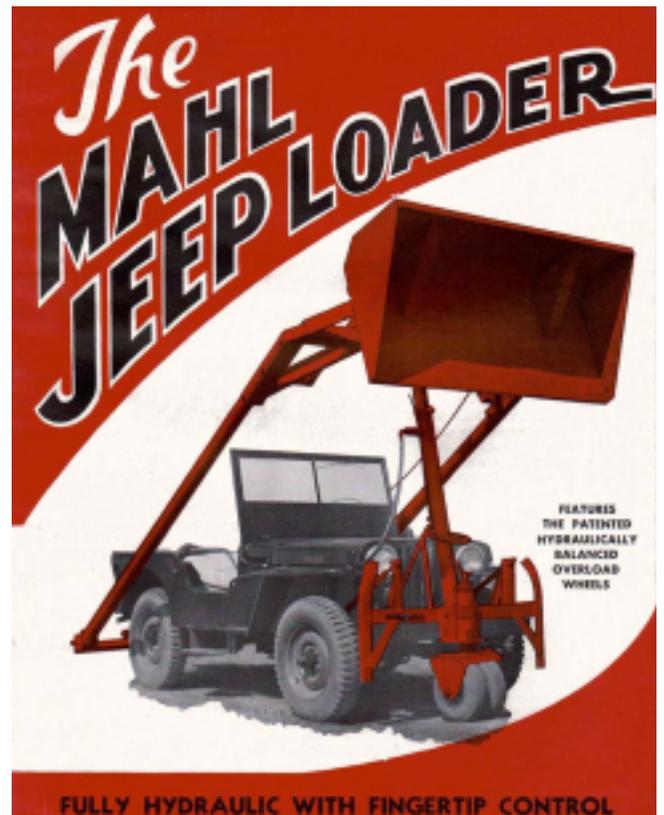


The Next (Little) Big Thing

by Morgan Girling

Do you remember Schneider '49, Jasta Scheinhimmel, or the Spitfire build? A lot of water has passed under the bridge since our last group build, and it's about time for a new one. Popeye contended with one, we grew up with them, Radar O'Riley mailed one home piece by piece, and the *Rat Patrol*TM thrilled our young minds with their exploits in the desert. They've carried people, machine guns, recoilless rifles, and radios in combat and have followed with a long civilian career. Yes, gentlefolk, I'm talking about the humble Jeep.

The next group build is as simple as the subject: a 1/35th-ish scale Jeep. (Someone has already started one in 1/48, so that falls under the "-ish"). Even if it isn't your scale or genre, it's small enough to not worry about crowding your collection. Pick your kit, pick your scenario, pick your adaptations and paint scheme. It can be straight-shootin' military, a swords-to-plowshares conversion, a civilian Jeepney, whatever. It does have to start from a classic wartime jeep (Willys MB, Ford GPW or GPA from WWII or a M151 from Korea and Vietnam). Judging will be at the 2021 Spring Show, so you have plenty of time to craft your masterpiece.



Meng 1/35th Scale M4A3E2 'Jumbo'

by Bob LaBouy

“The new German tanks were the headache of ordinary Sherman tanks. The mass production of the M26 Pershing was still some time away. The M4A3E2, a special Sherman variant nicknamed "Jumbo" was thus born. It received much thicker chassis and turret armor on the basis of M4A3. It could withstand the shot of large caliber German tank guns and anti-tank guns. Later, it was refitted the 76mm main gun and had better anti-armor capability. In the end of December 1944, a "Jumbo" tank of the 4th Armored Division under the command of Patton led a unit of U.S. soldiers to break the German Siege of Bastogne and joined forces with the 101st Airborne Division. This operation reversed the situation of the Battle of the Bulge.

The latest MENG Sherman series product, TS-045 U.S. Assault Tank M4A3E2 Jumbo kit completely replicates the special "Jumbo" Sherman exterior details. The entirely different front and side hull armor, and brand-new turret and mantlet profile have been properly represented. It will be the most unique one in your Sherman collection.”



That basic knowledge of this version of the Sherman tank is derived from several primary sources: the Wikipedia web page (https://en.wikipedia.org/wiki/M4_Sherman_variants), and the Tanks Cyclopedia site on the M4AE3E2 variant, specifically (<https://tanks-encyclopedia.com/ww2/US/m4a3e2-jumbo-assault-tank>), as well as my personal observations in and around Bastogne during several visits there.

There are literally hundreds of parts included in this kit from Meng, including a small PE tree and some very nice decals including those from the well-known and photographed 'Cobra King' tank. There are eleven main sprue trees, two clear trees, five assorted part trees, an optional set of rubber band tracks, eight metal volute springs, decal sheet, and a brass PE fret. The instruction booklet is 31 pages, including a type history and the specific history of the key featured 'Cobra King' tank. There is an explanation of the various construction icons as they are called out in the step-by-step guide.

The box art is for the 'Cobra King' tank featuring an appropriate snow scene from its use in the crucial Battle of the Bulge in Bastogne.

As mentioned, the surface details appear to faithfully reproduce the rough surface of the Sherman, including the extra six layers of armor shielding for the frontal and side areas. There are several barrels included (with the longer version called out for the last depicted tank) including both a nice turned aluminum barrel in addition to the plastic ones.

There are 12 stainless volute springs. These are beautifully made of wound stainless steel, which look exactly like the real springs; unfortunately, one primed and painted they are hardly visible - and only known to the builder. On the outside of the volute spring box is another small but nice touch: two very small (but very detailed and printed) boxes - one for a case of Jack Daniels Kentucky bourbon and a case of Chesterfield cigarettes. These replicas may be cut out and added to the details attached to the sides of the finished Jumbo.

I followed the basic step-by-step in the kit instructions thereby eliminating almost all of the pitfalls which accompany most of my modeling projects. Initially you need to decide which variant you intend to model, though these differences appear to be basically related to the decals with the kit (two additional sets of markings for one other US Army and one French vehicle). As I have done with other kit manufacturers, this MENG kit follows a usual pattern in its assembly, though the surface finish and amount of kit details are more complete. As you move along, the very heavy surface armor plates are added as one of the distinctive features of the Jumbo Sherman.

One of the optional features provided by Meng is two sets of tracks: one of the standby 'rubber band' style, and the far more challenging ejection molding type. Another feature is the inclusion of the 'duckbill' extensions for the 156 individual track segments, should you be so inclined. The rubber band tracks do not permit the use of plastic cement, as sometimes possible, but the details appear to be great and their use will save countless hours of very demanding effort, should you choose to use them.

The track assembly is the major hurdle and requires a considerable effort. Each piece requires a great deal of effort from the modeler, which I must admit rewards her or she with the finest individual track detail I've seen. The final track sections are constructed using a small jig provided in the kit (though after some initial effort, I wound up using only the bottom portion of the jig).

Adding the duckbills is definitely a chore, though the results are very rewarding. These are officially known as 'extended end connectors' though as a 'duck-bill' and normally referred to as 'duckbill EECs'.

I began my painting for this Sherman using Mission Models MMS-001 Black Primer, followed by a thinned layer of Mig Russian Green Primer A.Mig-2009 and a final coat of MMP-024 US Army Olive Drab FS 319, Worn Black Grey Tires (MMP-105)

From my long-time friend and mentor, Ted Holowchuk, I have adopted this process: using a high-quality lacquer thinner (Ditzler DTL 876), Duracryl Clear Gloss (now marketed by PPG; DCA 468) and finally Testor's Dullcoat (product # 1160X). After a gloss coat, I then applied a pin wash depicting rust and weathering around all of the raised details. After decaling I dry brushed some smaller details (such as wood handles and metal pieces) which were picked out using the appropriate colors. I completed my dry brushings using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426 to provide added surface highlighting.

The kit contains four separate sets of decals, though I have chosen the 'Cobra King' decals. Interestingly, there are several very good articles reporting the history of this specific Army tank and its restoration (referenced below in the URL references).

https://www.army.mil/article/17393/cobra_king_led_4th_armored_division_column_that_relieved_bastogne_during_battle_of_the_b

<https://www.stripes.com/news/us/a-battered-world-war-ii-hero-of-bastogne-gets-a-new-home-museum-built-around-it-1.481411>

<https://armyhistory.org/wp-content/uploads/2014/12/Cobra-King-Story.pdf>

<http://www.americainwwii.com/articles/cobra-king-today/>

This is a beautiful kit in almost every sense of the word. The basic engineering, construction, fit of all parts and surface details are exquisite. As previously noted, I am far from an expert on the Sherman models, but I am impressed with this model of the M4A3E2 Jumbo. I am thankful to both IPMS-USA and MENG Models for the opportunity to review this kit, which I highly recommend.







Building Heller's 1/48th Scale Dassault Mirage IVP

by Jeff Smith

The Dassault Mirage IV was a strategic bomber developed from experience obtained from the Mirage III fighter. First flying in October 1964, the Mirage IV formed an important part of France's nuclear deterrent forces. Despite updates in the '80s, the type was made obsolete by advanced surface-to-air weapons, and the Mirage IV was retired from the nuclear strike role in 1996. The plane soldiered on in other roles, though, until finally being removed from active service in 2005.

The old Heller kit is my most recent completed model: the very sleek, cool looking Mirage IVP. I was inspired to build this kit after stumbling upon the superlative Syhart decals for the commemorative markings. It is an early '80s kit, with raised panel lines and a serious shortage of what we today would consider appropriate detail.

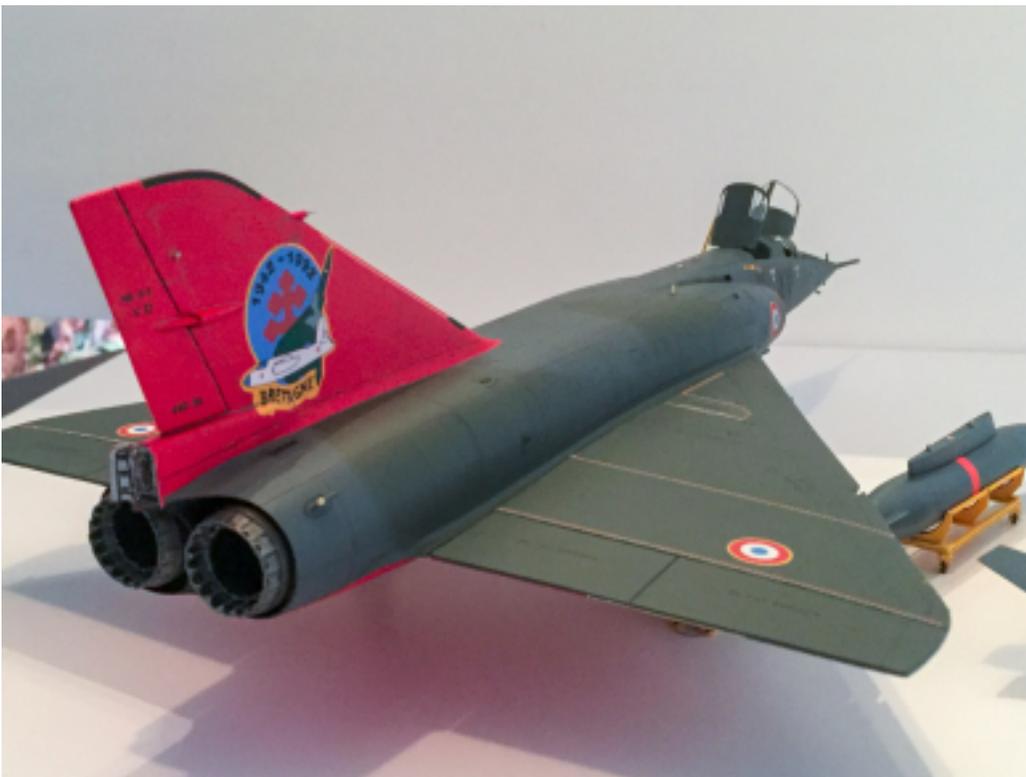
I purchased the NeOmega cockpit set and aftermarket exhausts, tires, and wheels, with SAC metal landing gear legs. These were all incorporated in the build and increase the overall look considerably. The gear bays are scratch-built using a liberal application of "imaginative gizmology".

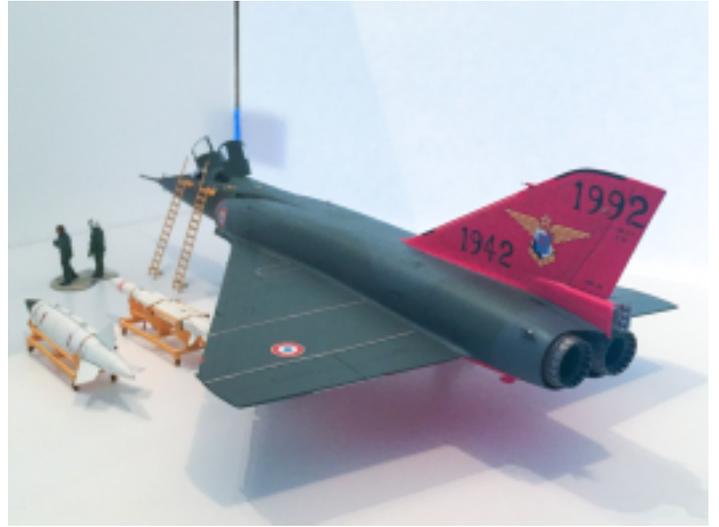
The kit provides for building either the IVP or the plain IV. The "P" indicates the penetrator version with its standoff weapon and belly blanking plate. It also has the freefall variable yield fission device as well. Drop tanks round out the underwing possibilities.

The crew figures are CMK Euro pilots and all of the ground carts including crew access ladders were made with Plastruct or Evergreen styrene. Not that it really matters, but with the initial cost of the kit itself, and all the aftermarket add-ons, including the decal sheet, the price to add one of these to the collection was a little over 100 dollars.

Total construction time was about 3-1/2 months. Since I'm retired, I usually averaged about three hours per day of build time, less the odd day when I was just "burned out" on the whole thing. It was a blast to build, and what's not to like about a sexy Mirage on steroids?

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





The Magnificent Kotobuki

by Robert Allen

Considering the success that *Girls und Panzer* had combining cute girls and WW2 tanks, with *Kantai Collection* doing the same for cute girls and WW2 ships, it was probably only a matter of time before an anime series did the same with cute girls and WW2 aircraft. *The Magnificent Kotobuki* stepped into the gap, and it's a flawed, but enjoyable series. It premiered in Japan last year, but I only got around to watching it a couple of months ago.

As with many current anime science-fiction/fantasy series, *The Magnificent Kotobuki* takes place on a parallel Earth – in this case one where huge wormholes opened up in the skies seventy-odd years before the series starts, and drained the planet's oceans. But they also brought people from our Earth, who gave many innovations to the people already living there – for example, sake, vending machines, and airplanes. They were eventually taken back to their (and our) Earth by more wormholes, but they had left their mark on their temporary home. The wormholes are still appearing, at irregular intervals, and the search to find and control them is a major plot of the series.

Travel and commerce between the city states on the now desert world is conducted by huge airships (the inhabitants previously developed lighter-than-air flight, but not heavier-than-air). The city states are protected by fleets of aircraft introduced by the inhabitants of the other Earth. As you may have guessed from the description above, those inhabitants were Japanese, and the time frame would mean that the aircraft were Japanese WW2 aircraft. Which brings us to the focal point of the show. The Magnificent Kotobuki are six women pilots for hire, flying Nakajima Ki-43-I Hayabusas to protect one of the city states, from a huge cargo airship, which doubles as an aircraft carrier. Their adversaries are those from other city states, and corporations, often mercenaries, flying other types of Japanese WW2 aircraft. Every aircraft featured in the show is a Japanese WW2 aircraft, except for one later type that slipped through a different wormhole.



Only a few minutes into the first episode, we get a long sequence of the squadron launching their Hayabusas. We spend a couple of minutes going through the start-up procedure from the eyes of one of the pilots. I don't specifically know what the start-up procedure for a Ki-43 actually entails, but I get the impression that the creators of the show made it as realistic as possible. When it comes to the aircraft, they obviously did their homework. With just a couple of notable exceptions, during the 12 episodes we get to see almost every significant Japanese WW2 aircraft, from the A6M Zero and Ki-61 Hien, to the Ki-9 trainer and Ki-54 transport. As far as the fighters go, we not only get to see every significant one of the war, but virtually every sub-type. When the Kotobuki in their Ki-43-Is take on an enemy flying Ki-43-IIIs, we get a description of the performance differences between the models. We also see some aircraft that didn't enter combat in our world – six-engined G10N1 bombers, and a Ki-64 and J7W Shindens, the latter both in jet and piston versions. The best thing about the show is seeing all of these different aircraft, lovingly reproduced, in various imaginative color schemes.

Having said that, and accepting that they do sometimes try to make things realistic (the octane rating of their fuel is a plot point in one episode), whatever realism they've succeeded in giving us is undercut by making the aircraft do things they could only do in a video game. The final episode is especially suspect in this aspect, having planes flying down city streets between buildings, and through bridge supports, in a way that's clearly impossible. Even when dealing with a fantasy world, there's a limit to what you can accept as believable. And while planes get shot down all the time, in this world few people get killed when that happens, which is clearly unrealistic. And even when they do get shot down, their crack mechanic has their planes back in service in no time...

There are some nice touches. As I mentioned, most of the Japanese people who came to this world went back, but one stayed, and became a mentor to one of the women pilots. He was an ace Zero pilot nicknamed Ol' Sab, and from our perspective it's pretty obvious who the character was modeled after. The fan service isn't overdone, and because the Kotokubi are grown women rather than the high-school girls in *Girls und Panzer*, they can drink their male counterparts under the table, if needed. The show's other feature is that it's also a tribute to, and parody of, the Western genre, with the titles of the individual episodes being named after famous Westerns, and clichés from the genre constantly referenced.

The Magnificent Kotobuki isn't a great series, but it's worth seeing if you have an interest in Japanese aircraft, and like alternate world science-fiction. Few series have made "spot the aircraft type" be as much fun.

From a modeling perspective, both Hasegawa and Plex (Platz) brought out special limited editions of their kits, with decals for the various air forces seen in the show. If you've ever wanted to build a bright red D4Y2 Suisei, here's your chance...







「荒野のコトブキ飛行隊」
富嶽 イケスカ所属機 仕様 

 荒野の
コトブキ飛行隊



1/144スケール プラスチックモデルキット

●本製品は模型用の組み立てキットです。組み立てには別途塗料が必要です。●パッケージの画像は秋葉原の店頭に登場するものです。商品とは多少異なる場合がございます。ご了承ください。

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このキットは、該当ある一例を模して製作して
います。「荒野のコトブキ飛行隊」の劇中に登場す
る富嶽の機とは一部異なる部分がございます。



PrezNotes

from page 1

actually been out for a couple years, but I only started using them recently. Like Tamiya paints, they are acrylic-lacquers; not really acrylics or lacquers, more a little of both. I don't pretend to understand their chemical structure, but I do understand how to use them. In my opinion, when mixed correctly, they provide the very best painting experience available, lacking the compromise of acrylics, while maintaining the superior flow and toughness of lacquers. They thin beautifully using denatured alcohol, acrylic thinners from Vallejo, LifeColor, Humbrol, and Italeri, or my favorite, a self-leveling lacquer, Gunze SLT. AK also produces their own thinner for the paints. Curiously, the only thinner they appear not to work with is Tamiya X-20A, go figure.

And the colors – oh my. AK-I currently sells 133 colors that (they say) are (as or more) accurate as any on the market. They've even produced an entire book on the subject. I've never been a paint-accuracy modeler, preferring to alter paint shades into what pleases me by using filters, but I do demand consistency with my paints – I want the same airbrushing experience to produce same results, every time. And AK delivers: I use the exact same thinning ratios, airbrush settings, and painting techniques that I use with Tamiya paints, and I get the same, beautiful results.

You might want to give them a try – Skyway carries some of the colors (and Emil can order more for you), and you can order them online from many retailers. I get mine from a place in California called Game Kastle, for \$3.50 a pop (or less with sets):

<https://www.gamekastle.com/online/>.

There are also a myriad of online reviews – my favorite being by Flory Models, hosted by a well-known color-skeptic, found here: <https://www.youtube.com/watch?v=kvEwxVcY3TE>.

Enjoy – Stay Safe – Model On – and let me know if you want me to add your email address to the online build sessions!

Eric

Meeting/Show Information

The May IPMS Seattle meeting has been cancelled. The April 18 Spring Show did not take place. It is yet to be determined if it can be held later. We will let you know ASAP. The meeting for June is still scheduled, but it is impossible to know at this time for certain whether it will take place. Please check the web site at <http://www.ipms-seattle.org> for updates.

Eric will be sending out an e-mail blast to all members inviting everyone to a Saturday (online) Zoom meeting during the hours of our normal IPMS meeting (10:30am – 01:30). If we can't meet in person, at least we can meet online and work on models together. Eric has tried it out, and it is a lot of fun. You can join the meeting via your smartphone or from your camera/microphone-equipped laptop or PC. Look for the e-mail on Friday.