



# Seattle Chapter News

Seattle Chapter IPMS/USA April 2021



## A New Kid In Town

First – a General Meeting Update: I’ve talked to the Bellevue Community Center about when we can expect to meet again in person. Their answer was about the same as before; “The community center is opening slowly with limited programs – for registered participants only starting on Monday April 12. Rentals are going to follow soon but I don’t have any date confirmed, I will notify everyone once we have the green light. I will need new paperwork from all rentals agreeing to governor’s Covid guidelines, capacity, etc.” What I take from this is that we are probably talking at least June, and the price will be going up. But I could be wrong! Let’s wait and see what transpires.

I then asked about using the parking lot for a ‘a car-trunk model sale for the members’ on some given Saturday. Their response was: “Yes this is possible. We already rent a section of our lot (the strip closest to the street) on a regular basis so that section is not available. If I have a rental or have programs in the building then it gets tricky – depends how much space you need and how many cars we expect for what’s going on in the building. So we can talk, but need to consider all variables.” Not a stellar response, and it’s clear that, like everyone else, they need money. So before I commit to anything I will look into using the VFW parking lot down the street from the BCC since we have already paid to rent their venue (but were thwarted by Covid), and should have some credit there. If anyone else has an idea of where - in the Puget Sound area - possibly 80-100 cars can meet up, please let me know at **ModelerEric@Comcast.Net**.

On to modeling – yes, there is a new kid in town. I’m talking about AK Interactive (AKI) Real Color Paints. Actually, this acrylic paint brand has been around for a while, but until now it’s been pretty tough to get your hands on any. Just these last few weeks, Emil over at Skyway Models, as well as John Miller’s Model Paint Solutions, have received shipments from AKI.

These acrylics broke onto the scene following the publishing of a couple of pricey companion books called Real Colors by AK Interactive (one for Armor and one for Aircraft, *Real Colors of WWII Aircraft*: Maciej Goralczyk). These books essentially gathered together a team of experts in their field and came up with what they believe are the ‘real’ colors used for WWII military hardware. Now before we get into a debate about what ‘real’ means, or how the environment affects color, etc., let’s just agree to get back to the paint for now.

What makes these paints interesting and worthy of everyone’s attention are two main points. The first is that they can be thinned with just about anything, from water to Gunze SLT lacquer. This video walks you through nine different types of thinner and shows you how they work with the new AKI paints (<https://www.youtube.com/watch?v=kvEwxVcY3TE>). The second important point is that AKI has developed these paints as direct competitors to Tamiya Acrylic-Lacquers. They thin like Tamiya paints, they spray like Tamiya paints, they even come in the same sized bottle as Tamiya paints. Here’s the exciting part: there are (at present) 271 AKI Real Color paints, plus another 133 colors just for aircraft – which means this line expands the relatively paltry Tamiya line by hundreds of colors.

I’ve been using these new paints for about three months now; I airbrush on average about three times a week. I approach my airbrush sessions exactly the same as if I am using Tamiya paints – same mixing ratio, no retarder, same pressure, same airbrush, same technique. I have chosen to use my favorite thinner (Gunze SLT lacquer) since that is what I use for Tamiya paints, thinned about 50/50. I paint at about 20lbs pressure and enjoy a flawless airbrushing experience every time. So, while these are acrylics, they can be used just about any way you like.

I still use paints from Tamiya, Mission Models, Vallejo, and even the Model Master paints I have left. But I am buying only AKI Real Colors. They allow me to paint how I like to paint, and I can do so with confidence built on experience. You might want to pick up a bottle and give Real Colors a spin.

*Eric*

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## SEATTLE CHAPTER CONTACTS

**President:**

Eric Christianson  
10014 124th Ave NE  
Kirkland, WA 98033  
Ph: 425-591-7385

ModelerEric@comcast.net terryandjill@comcast.net

**Vice President:**

Terry Moore  
7014 Lake Grove St. SW  
Lakewood, WA 98499

**Treasurer:**

Fuzhou Hu  
19012 3rd Dr SE  
Bothell, WA 98012

Ph: 412-215-7417  
fhu.ipms@gmail.com

**Show Chair:**

David Dodge

Ph: 425-825-8529

ddodge@nwlinc.com

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. 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. We are in the process of transitioning to InDesign. 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 2021 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 meetings have been cancelled until further notice - please check the web site for updates**

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**Newsletter Editor:**

Robert Allen  
7919 133rd Ave. NE  
Redmond, WA, 98052  
425-885-3671  
baclightning@yahoo.com

## ICM 1/35th Scale German Sd.Kfz. 247 Ausf B with Crew

by Eric Christianson

*(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)*

This new ICM offering represents an unusual mark in a family of Sonderkraftfahrzeug (Sd.kfz.) 'special purpose vehicles' fielded by the German Wehrmacht in World War II. The diminutive Sd.Kfz. 247 was an armored staff car outfitted with radio gear, intended for use by the commanders of motorcycle and motorized reconnaissance battalions. The Ausf B version represented in this kit, was one of 58 built by Daimler-Benz between 1941—1942 on a four-wheel drive heavy car chassis (s.Pkw. Type 1c). The front-mounted engine was an 8-cylinder, 3.823-litre (233.3 cu in) Horch 3.5 petrol engine, giving it a road speed of 80 km/h (50 mph). It had a maximum range of 400 km (250 mi). Although unarmed, its armor was intended to stop 7.92-millimetre (0.312 in) armor-piercing bullets at ranges over 30 meters.



As far as I know, this is the only injected plastic kit of this vehicle; the only other one a short-run, multi-media kit from Sovereign. The first thing I noticed about ICM's release was the unusual box. The kit is shipped in a sturdy, white 'locking' clamshell box. But instead of sliding a simple sleeve over the box, ICM drops a standard model box top over it. The overall impression is one of sturdiness. Since the kit is not shrink-wrapped, the double layering helps to ensure that nothing will be lost in transit. Nice start. Once open, all parts are bagged and the decals are slipped inside the instruction booklet. The tires are molded in poly-vinyl, and the four figures included in the kit are bagged separately. The plastic is soft but not too soft, and the molding is excellent with no noticeable flash or sink marks. The detail is crisp and the number of attachment points and nodes, while many, are located in areas that are easily addressed.

The contents of the box include:

Four sprues of parts molded in dark-grey plastic

4 vinyl tires

1 medium-sized decal sheet

1 28-page, full-size color instruction booklet, including a parts map and four three-view color painting and decal guide. All text and label information are translated into English.

1 two-sided color instruction sheet and painting guide for the figures

Markings for Four Vehicles, all WWII German Wehrmacht

The instruction booklet is excellent. Printed in color on high-quality, satin-finish paper, it starts off with a short history and vehicle specifications, color reference information, and an excellent parts map. What follows is a two-color set of instructions broken into 113 well-illustrated, small steps. Images are rendered from several angles so you are never forced to guess about how things go on 'the other side'. The last two pages show four, full-color three-views of camouflage schemes – three German grey and one German dark yellow, spanning 1941 through 1944.

A separate full color sheet of instructions walks you through the assembly and painting of four figures; a driver, two radio operators, and an officer.

Clearly ICM has invested heavily in making an excellent set of instructions, and the quality shows through. Good job.

What to Consider Before You Start:

There is a decent amount of detail that is visible on the finished model even if you do not leave any of the doors, hatches, and windows open (which are build options). This means there will be a few more painting steps than with a closed-top vehicle which could cause

you to deviate from the instructions as needed.

The wheels can be assembled and attached without the tires, which can be slipped on at the very end of the build, after painting and weathering.

On two of the paint schemes illustrated, there is a German cross (balkenkreuze) that lies underneath the shovel. If you are like me and paint the pioneer tools in situ, you will need to accommodate that when the time comes.

Otherwise, this kit seriously has no 'gotchas' or other odd things to trip up on, even for new modelers.

I haven't built an ICM kit in a while, and I have been told that their new moldings are spectacular, so I have been looking forward to building this kit ever since it popped up on the review list. Now that I have finished, I am a real fan – ICM deserves a lot of kudos for such a great effort in engineering and design here.

Assembly starts with the lower chassis, which is quite detailed and built in layers.

The frame is formed from two parallel I-beams with several cross members. I was pleased with how this went together; ICM has made an easy task of what has been a finicky chore from other manufacturers. Each cross member can firmly be attached to (either) side, forming solid fit when brought together - no wobble here. Some parts, such as E12 (Step 9) and C45 (Step 12) come as exquisitely-detailed single parts (!) instead of a handful of poorly fitting bits and pieces.

Steps 30-34 will have you attach the tires to the wheels. I chose to leave that step until the end, after painting and weathering – the tires will easily slip on the wheels from the outside.

The main doors (single on the port side, double doors on the starboard side) can be modeled open or closed, as can all the window and access vents throughout the vehicle. The interior detail of the doors is light so you might want to beef that up if you choose to leave them open. If you choose to close them, the fit is perfect, aided by a set of very thin plastic shims that are molded there as building aids. Nice.

The fit of the lower chassis and the lower half of the vehicle – always a toss-up on trucks and other AFVs with busy undercarriages – is perfect on the -247. From every angle, the seal is flat and solid. Great engineering here.

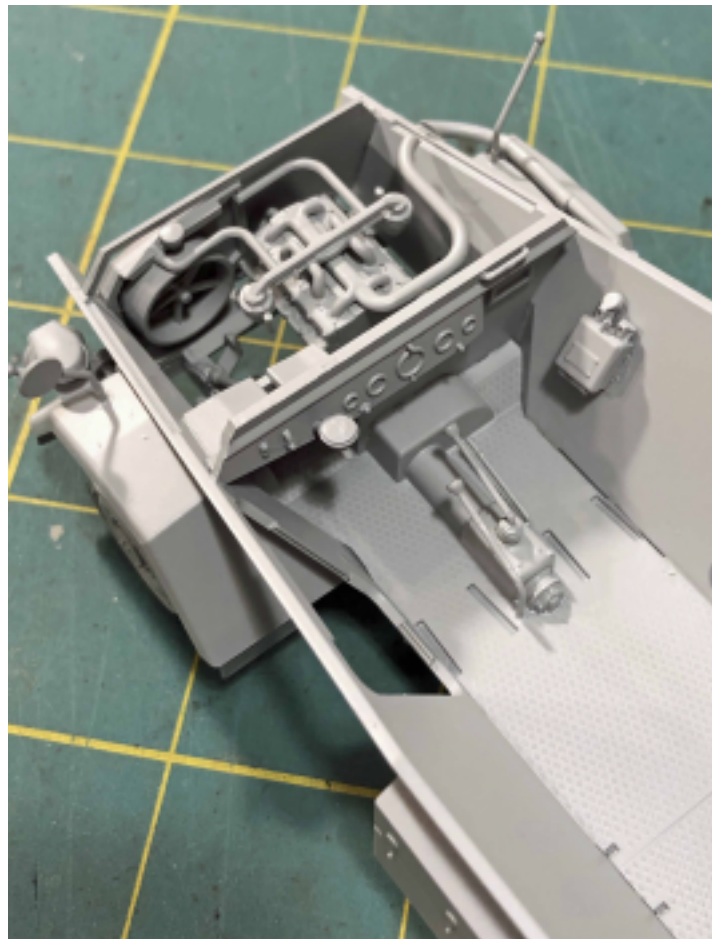
Likewise, the assembly of the interior benches, chairs and radio racks (could) have been a real fiddley headache, but not in this kit. ICM really excels here. Each assembly has enough parts to make things interesting, but doesn't overwhelm the builder with dozens of odd little bits. The hardest part about the interior is the finish – as it should be.

Each of eight visors come with interior hardware in case you wish to model them open.

The busy engine can be viewed only through a narrow hatch on top. I didn't feel that the view warranted an all-out effort on finishing the engine, so I left it closed like all the other hatches. Even so, a lot of interior detail can be seen looking down from above.

The front headlights are attached via small dimples in the fenders. I felt I could get a sturdier connection by drilling some holes for those, as well as for some of the other 'protuberances' up front – there are quite a few!

I looked at the three-part exhaust muffler in the instructions and thought 'these are going to need some extra work since they are right up top and front, and likely to show gaps'. Not so!







Once in place, they look like they were drawn on the vehicle – a perfect fit.

I felt that the two antennae were a little over-scale so I replaced them with .010" carbon fiber attached with a drop of epoxy.

The jack (just three parts!) is detailed enough as is – I think this is a record for the fewest parts for a German jack I have ever seen in a modern model kit!

And then I was done – in three short modeling sessions. This little guy was ready for paint.

I decided to paint my SdKfz 247 in an overall German yellow scheme with late-war dark green mottling. I used paint and finishes from a variety of manufacturers, listed below.

Before painting, I made a sticky board of all the parts that were finished separately. These included the radio racks, spare wheel, steering wheel and seats.

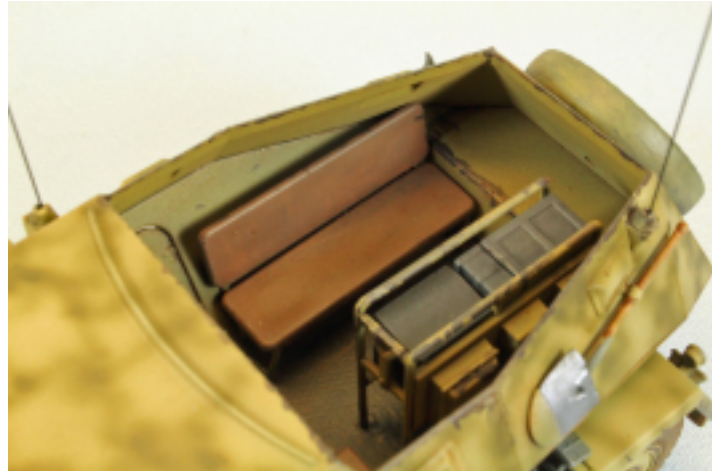
I started by applying a coat of (rattlecan) Krylon Flat Black Paint/Primer for my dark, primer/pre-shade coat. Surprisingly, this low-cost enamel solution sprays on easily and dries very thin and tough – replacing a time-intensive task I normally use an airbrush and more expensive paint for. I use a dark primer coat to give the plastic and PE some grip, and to fill in the recesses - creating a shadow effect near the flat surface edges and adding depth for subsequent coats to come.

After the primer had degassed, I followed the pre-shade coat with AK Interactive Real Colors RC062 Dark Yellow (Variant), a slightly 'richer' hue than the standard Tamiya Dark Yellow. I followed that with a post-shade coat of Mig Ammo -11 DunkleGelb Aus. 44DGI acrylic – a light German yellow shade, thinned 50/50 with Gunze SLT. I tried to go light near the panel lines so that some of that dark from the pre-shade would show through. I finished the camo scheme with a mottling layer using AK Interactive Real Color RC048 Field Grey thinned 50/50 with Gunze SLT. I like these AKI Real Color and Mig Ammo paints because they cover all the color variations I need right out of the bottle – no need to mix lighter shades, etc., making the colors easier to replicate from model to model.



With the basic scheme down, I went to work on the detail painting. Vallejo Leather Brown mixed with Buff for the seats and steering wheel, Tamiya NATO Black and Uschi Chrome pigment for the radio sets and jack. I used Vallejo 311 New Wood and Tamiya Flat Black for the pioneer tools. These would be weathered with Mig Oils and Uschi Chrome pigment later. I globbed some Tamiya Gloss black on the ends of the shifters, and Gloss White on the ends of the curb telltales.

Next, I hand-painted the exhaust pipes and muffler with Lifecolor 702 and 703 Rust in a random pattern. Once that was dry, I brushed on a layer of Mig Chipping Fluid followed by a coat of Tamiya Dark Yellow so that I could work off some of the base coat coming up to show some wear.



I gave the entire vehicle a healthy filter of Mig Oil Wash Brown, followed by a detail workover with Vallejo Cam Medium Black Brown to represent chipping. Once satisfied, I laid down several coats of Pledge floor polish (Future) to prepare the surfaces for washes and decals.

I applied the decals using Red and Blue MicroSol/MicroSet without any problems. The ICM decals are thin and separate from the backing effortlessly. Once the decals were dry, I applied a wash using Mig Oil Shadow Brown to the entire vehicle. When I got to the wheels, I laid the vehicle on its side to allow the wash to dry evenly. I covered the wooden portions of the pioneer tools with un-thinned Mig Oil Wash Brown and let that sit overnight to soak in before wiping off the excess the next morning with a Q-tip.

I followed this with a 'road-dusting' coat of Vallejo Model Air Light Brown and then shot the whole vehicle with Vallejo Flat Varnish to kill any shine left over.

I finished the vehicle by attaching the clear headlight lenses with Mig Ultra Glue and inserting .010" carbon fiber replacements for the kits antenna. Done!

I must say, building this kit has made me a new fan of ICM. The design and engineering throughout show through to the modeler in terms of buildability and, as hokey as it sounds - pure model-building fun. Starting with the intelligent use of boxing and sprue to protect the parts, to the broad and consistent use of hidden connection points and modeler-assists, to the design of assemblies that other manufacturers are challenged by, such as with the undercarriage, engine and seats. ICM was able to bring together a nice, little detailed kit without the use of photo-etch or other finicky additions. And the instructions are flawless.

For these reasons I would recommend this kit for all modelers, regardless of experience level, as long as they go slowly and follow directions. This is an unusual vehicle and will no doubt attract a lot of attention on the showroom tables or in your glass case at home.

I would like to thank ICM and MBK-USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.







## Planet Models 1/48th Scale Chance Vought XF5U

by Jeff Smith

I present to you my 1/48th scale Planet Models resin, white metal, and vacuform Chance Vought XF5U. As far as I can determine it never actually flew, but an earlier proof of concept article did and exhibited some unique flight characteristics. Enough so that the US Navy ordered a prototype production aircraft. As soon as I saw that KittyHawk was going to release an injection molded kit of the “pancake” I knew I would have to get off my rear end and build my expensive resin kit, or be faced with the dilemma of buying the new release. There were a lot of modifications incorporated in the build. The wheel wells are entirely scratch built, as is the cockpit. The arrestor hook and its stowage cavity had to be built from scratch as well. A bit of work but not insurmountable. The pilot is from the venerable Monogram Avenger. I’m not usually a big fan of “what if” schemes, but some kits just scream “what if” and this is one of them. The back story goes thusly: (based on a true story by the way) US soldiers and sailors returning from early battles in the Pacific (WW2) skirmished with Hispanic youths (in LA I believe) in what became known as the “zoot suit” riots. Well it’s not a big stretch to envision the Navy (or Army for that matter) trying to rev up the Hispanic community to serve in the war. After all the story of the Nisei is well known. So there you have it.







## Mars March Madness Addendum

by Scott H. Kruize, NWSM PWT (well, Writes) TM

The photo to the right establishes my credentials as knowing something about helicopters. Way Back When, I helped put decals on a Revell® Sikorsky S-55 Army helicopter - my father did the actual build - and later on, after school, I watched the TV show *WhirlyBirds*. In modern times I built Airfix's® Aérospatiale SA 330 Puma as part of the Falklands War exhibit at the Museum of Flight. And howabout the model you see? It's the MiL Mi-24, code-named 'Hind', in markings of Bangladesh...the USSR's policy provided poverty-stricken Third World countries with modern weapons, to ingratiate themselves and extend their influence. See: modelers inevitably learn about the Real World examples of the things they model in miniature. (The model is Monogram's® 1/48th scale, with homemade decals. NO derogatory remarks whatever will be permitted about its RAISED panel lines!)



I therefore assert I know something about helicopters...and that justifies this essay.

We were all thrilled in February when the Perseverance mission successfully arrived on Mars...and started - with equal success - sending information back: lots of data and stunning pictures.

One experiment aboard baffles me. It's not directly related to the primary mission of looking for signs of life - but see below my 'screed' to the NorthWest Scale Modelers' group, answering the 'Bonus' Question tacked onto the March main ones, to wit:

What representative of a whole huge class of terrestrial vehicles was introduced to the Martian landscape this last month?

Ken Murphy answered right up with helicopter...correct, but the title of the general class of common terrestrial vehicles I was looking for was 'airplane' or 'aircraft'.

Here's why I referred to the subject of my Bonus Question as “making no sense whatsoever”. The thing about an AIRplane or an AIRcraft is that it flies through the AIR. By deflecting a sufficient mass of AIR downwards with its fixed wing - or in the case of the helicopter, its rotary wing - as it proceeds through the AIR, it generates sufficient lift to counteract gravity. That's how it's able to fly through the AIR.

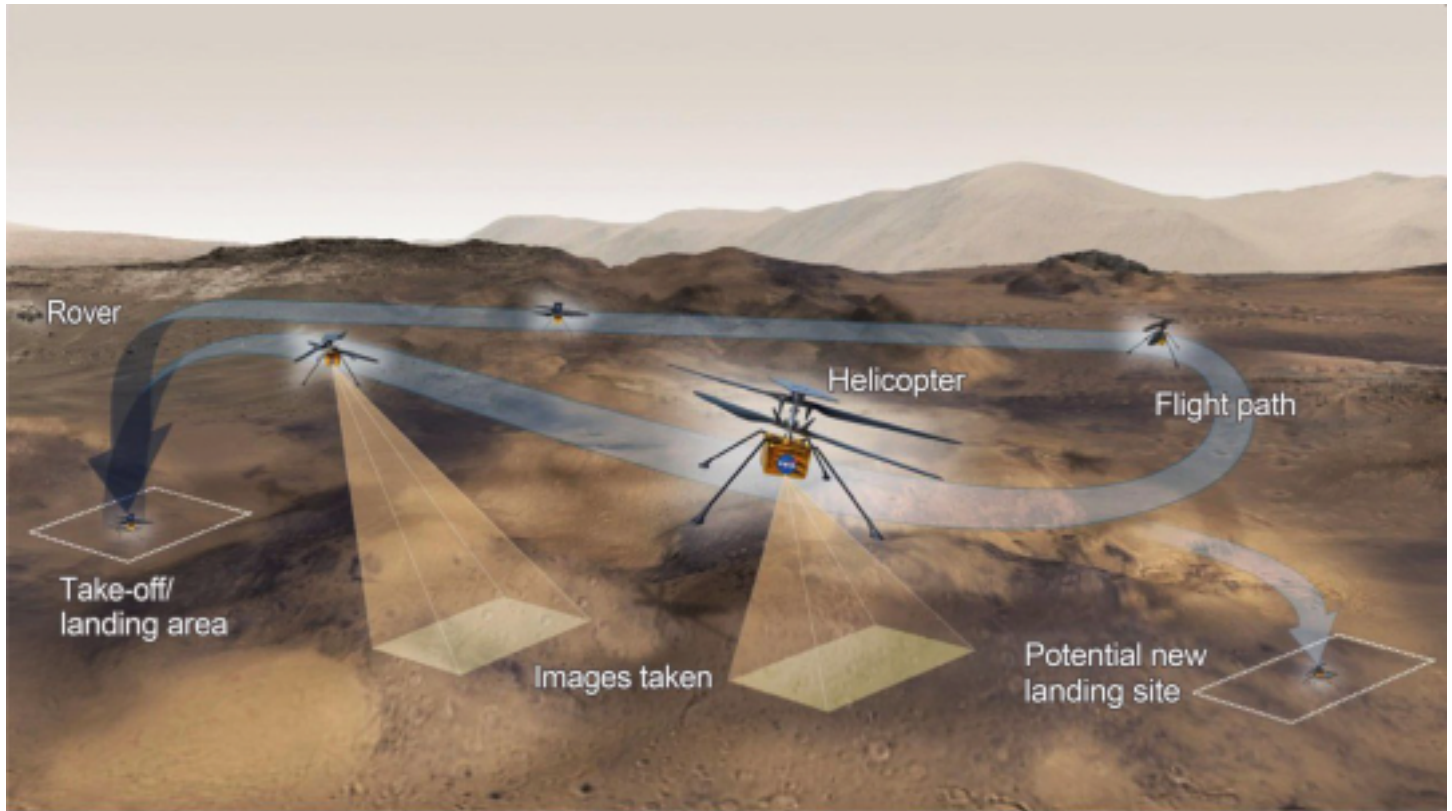
I myself have built flying AIRcraft - little model flying AIRcraft, but AIRcraft all the same...(there's only one set of Laws of Physics) and therefore am utterly fixed in my assertion about their need for AIR. Everywhere that I've flown models, indoors and out, all around the Pacific Northwest, and even at the R/C club field in the Sepulveda Basin near Los Angeles, there's been sufficient AIR to hold up an AIRcraft.

But there isn't any AIR on Mars! What there is the planetologists describe as an atmosphere. On Mars, this is mostly carbon dioxide, with bitsy traces of other substances, including a barely-detectable portion of water vapor. Together, that makes for an average surface pressure which is less than 1% of the Earth's value. (Thank you, Wikipedia!)

To my mind, that doesn't remotely resemble AIR. Now it's true that on Mars, lift 'only' (!) has to balance 38 percent of gravity on Earth. (Thank you, Science Trends dot com!) But that's still a lot. So when they fire up the rotors on “Ingenuity” some time in the next two weeks or two months - so says NASA - I don't expect more than a little stirring up of a handful of rusty Martian sand grains. But I will be watching intensely, for one reason only: those industrious and ingenious people at the Jet Propulsion Laboratory are all – even the

women! – Total Clever Dicks! It's like WE all aspire to be! Then we'll see if their design of an AIRcraft can fly through the 'AIR' (or whatever it is, and whatever it might be called) on Mars!

Here's a pic from them, indicating their ambitions:



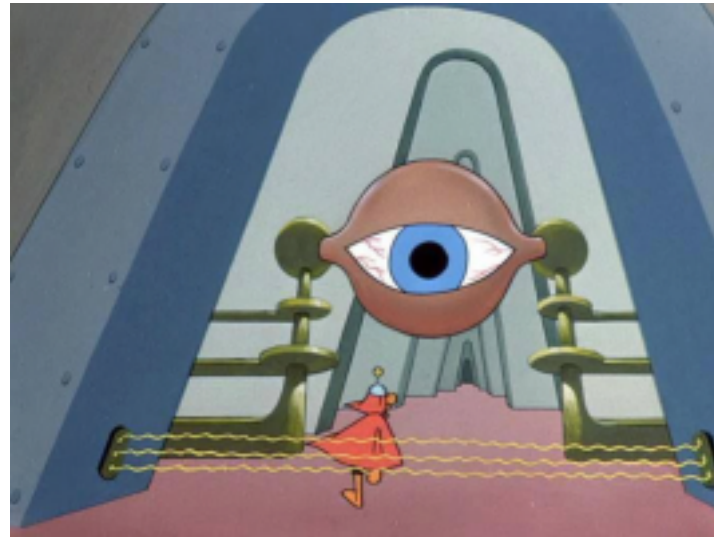
Well, supposedly we taxpayers believe this is supported by Real Engineering and Science in the current Reality...rather than, say:

- All the Sci-Fi novels and Hollywood movies about those dreaded Martians invading, starting with H.G. Wells' *War of the Worlds* novel...later updated for radio broadcast by his great-nephew-thrice-removed Orson, inducing panic on his Mercury Theater on October 30, 1938
- What down-home 'classic' song would sustain us, should we confront Tim Burton's concept of peril when *Mars Attacks!*
- The interplanetary quest of *Duck Dodgers in the 24th-and-a-Half Century!* for Planet X...





- For its uniquely precious supply of Illudium Phosdex, critical to humans' (at least male humans) ability to live The Good Life...
- After DD passed through Advanced Security Measures to get his orders from
- Dr. I.Q. Hi. His vital office/laboratory needs to be kept safe for only duly-authorized personnel, as he's 'Secretary of the Stratospere' (sic)
- Leading to the unique quality exhibited by DD's personal sidearm while defending against a certain Martian



So: should I, as a proven modeler of helicopters, build a model of "Ingenuity"? I'm willing to, should it turn out to be a helicopter (AIRCRAFT) that actually flies through the AIR. I've no interest in modeling a silly kludgy Pasadena TOY that only stirs up a few rusty Martian sand grains. Well, we'll see...and probably soon. As Calvin says, on his way out the door to play: "Further bulletins as events warrant!" Ball's in YOUR court on Mars, you T.C.D.s at JPL!

Addendum to addendum: "Ingenuity" was deployed to the Martian surface on April 3, and may be test-flown as soon as Sunday, April 11! Let's see if there really is enough AIR there to hold up an AIRcraft!



## 15 Steps to Done

by Eric Christianson

Over the years, I developed these 15 steps to help me remember the order of all the little weathering tasks that need to be done when I finish a model. Admittedly, I was thinking of armor models while working these out, but I have used many of the steps (in the same order) on aircraft and ships as well. So, while the individual steps are important, it is the order they are implemented that matters most.

This list takes over after the major components of the model have been assembled and attached, and a stickyboard has been made that holds the odds and ends (like machine guns, assemblies with 'glass' parts, antennae, truck tires with separate wheels, etc.)

The more detail that can be attached to the model beforehand, the better – including all deck equipment, pioneer tools, personal weapons, cables, etc. (Note: Yes, there are exceptions but these are rare.)

### A Note About using Hairspray...

I use hairspray a lot, for chipping and masking. If I'm going to use the hairspray technique for chipping, I go by this rule: apply a coat of hairspray over the color I want to see when I chip away paint. I find I can use hairspray as much as I want – it doesn't build up. But I use it as close to painting as possible, so I can take advantage of the full effects of the technique. I spray it on from a can (outside) and then dry it off using air from my airbrush before painting over it.

### A Note About Track...

On vehicles that have rubber band track AND complete access to the areas where the track goes (most Shermans, for example\*) I wait to attach the weathered and finished track at the end, right before pigments (Step 15). Otherwise, the track is firmly attached before I start painting. [\*On some vehicles, like the prickly ARV's and SPH's, I will attach the track early since I don't want to break stuff off while I manhandle it into place.]

With that said, let's go!

### Painting and Decal Steps

1. Apply primer – I paint it all black, or I paint the panel lines and recesses black, including the track and stickyboard(s). I use rattlecan Krylon (black enamel – see image) for everything, and hit the bogies with rattlecan Tamiya NATO black if there are tires on the wheels (most German tanks for example).
2. Add pre-shade coat(s) – For models that will essentially be monochromatic (one color), I highlight just the upper surfaces with (lighter or white) paint, spraying straight down on top of the model. This could be called 'color modulation' these days. This will help to differentiate the color later on. I use Tamiya Primer (White) airbrushed thinned out of the bottle, NOT via their rattlecan – there's just not enough control from the rattlecan. If I am going to add chipping to my model, I will add any other color that I want to expose now, such as Red Iron Oxide, of German Grey, etc. This layer will be covered by the camouflage, but exposed where the surface is chipped. I make sure to let some of that black primer peek out in the shadows!
3. Apply camouflage – basecoat and, if needed, subsequent camouflage coats. If the model has 'rubber' tires (where there will be a demarcation line between the tires and wheels), I first apply a decent coat of hairspray to the black tires/wheels (I use rattlecan TRESemmé hairspray). I don't worry about overspray. When dry to the touch, I start applying my camouflage colors on the wheels first, working from the center of each wheel, outwards, just up to the tires. Overspray is easy to fix with water and a Q-tip since the tire surfaces are coated with hairspray, but I don't wait too long to clean them (within the hour). I continue on with the camouflage color(s) on the remainder of the vehicle. If I am using the hairspray method for chipping, I apply additional coats when and where desired. For example, if I am painting a late-war, German tri-color pattern, its hairspray, then Yellow, then hairspray and Green, then hairspray and Rotbraun.
4. Add post shade coats and chipping – I highlight panels from the center outwards with lighter version(s) of the camouflage coat(s). I add yellow or ochre to greens, light blue to greys, and bone to yellows. If I applied hairspray for chipping earlier, I chip away at this point, right down to the color layer protected by the hairspray from Steps 2 and 3. I can also add paint chipping the old-fashioned way, using a sponge and Vallejo Model Color 70822 German Cam Black Brown, which is a perfect dark-brown/rust color.

5. Treat track and tires – Next, I carefully hand-paint the track, if it's already on the vehicle. This is not as hard as it seems since you can't really see all of it, and it is already black. I use Tamiya Iron for US/Russian/Modern vehicles and AK Interactive Track Wash for German/Japanese WWII vehicles. If my model has actual tires, I paint the plastic ones using Mission Models Tire Black and leave poly tires alone – paint won't stick anyway. I then 'slurry' the tires using a mix of Mig pigments and Mona Lisa Thinner. I cover the tires completely, let them dry overnight, and then brush off the excess dry pigment using a stiff paintbrush (do this outside!). I then glide my finger across my forehead or nose to gather some oil and rub the sidewalls of the tires a little, which brings out a dull sheen representing worn rubber. I apply this treatment (slurry and oil) to both plastic and poly tires.
6. Hand-paint details, such as pioneer tools, mufflers and other on-board detail. Sometimes only a single stroke of the brush is enough to trick the eyes into thinking the entire tool is painted.
7. Apply filters, if needed, while the surfaces are still flat. I use multiple coats of oils here – browns and sepias for the overall vehicle, black and rusts for the track, intakes and mufflers, greys on some vehicles, greens on others. I use enamels and acrylics for filters as well, but I prefer oils. If I want to apply gouaches – this is when I do it, when the surfaces are still flat and if no distillates have been used. If the gouaches bead up at all, sometimes a little detergent will break the surface tension. If that doesn't work, I have too much distillate on the surface, and I have to lay down a coat of acrylic flat before continuing. I work in sections, and try to watch for tide-marks, and address them when I see them by applying more filter up to the next panel line.
8. Apply gloss coat and decals – Once everything I can do to a flat coat is finished, I apply a coat of Pledge floor polish (aka 'Future') to set the surface up for wherever the decals go (it must be shiny smooth). If I can hand-apply the future, I try to cover the entire panel to avoid tide marks, otherwise I airbrush it on, un-thinned. After applying decals and/or dry transfers, I attach all remaining detail from the stickyboard, except machine guns, antennae, and any assemblies that have armored glass panels (modern vehicles).
9. Apply gloss coat sealer – Once everything is dry, I apply a good overall coat of Future to seal the decals and set everything up for weathering.

#### Finishing Steps

10. Apply pin washes, dot washes, and streaking. Now that I have a smooth, glossy coat on the model, I use enamels and oils thinned with Mona Lisa, or true acrylics thinned with distilled water. This is where the Mig Oil Brushers can be used, as well as their new Oil Pencil sets. I sometimes use both acrylics and oils simultaneously, but gouaches won't work on any type of distillate surface – they bead up. I also apply oils to tools and details now – like pin washes, dot washes, streaking – anything that I'll need time to work with, before they fix to the surface. I can easily correct mistakes as well, and even start over if need be – the glossy surface protects what's underneath. I let each product dry to the touch, and then work it with a brush or cloth slightly dampened with Mona Lisa or water (anything but alcohol, which will burn through the acrylic Future layer). I will routinely spend a week of modeling sessions on this step alone.
  11. Apply flat coat – To knock down the shine left over from the washes and gloss; I will apply an overall coat of Flat – I use Vallejo Flat Varnish for this important step. Once satisfied, I will then attach what's left from the sticky board(s), such as machine guns, antenna, and assemblies with armored glass.
  12. Dry-brush and add bling – If dry-brushing is needed, this is where I do it, when the finish is flat again, after the washes and filters have been applied. For Green, I use Model Master (enamel) Afrika Dunkelgrau 1942 followed by Mig (oil) German 3-Tone Fading. For Grey I use Mig (oil) German Grey Highlight and Mig (oil) Black, and for Desert and Winter I use Old Holland (oil) Sepia Extra and Sepia Warm followed by Mig (oil) German 3-Tone Fading (for Desert only).
- For 'bling' I use Uschi Chrome Pigment, applied with my fingers or an artist's blender. I also use Prismcolor pencils but I find them (and lead sticks) time consuming and clumsy. I try to hit all weapons and the curved edges of 'used' metallic areas, and tips and pads of the visible track.
13. Apply additional filters, if needed. Sometimes I use multiple coats of oils here to find just the right hue – again, browns and sepias for the overall vehicle, black and rusts for the track, intakes, and mufflers. I also touch up over-sprays around the track and calm down any over-'blinged' part here.

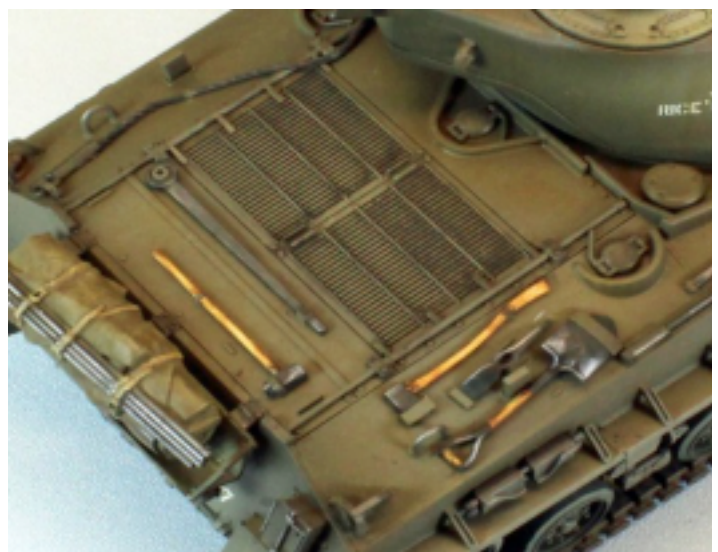


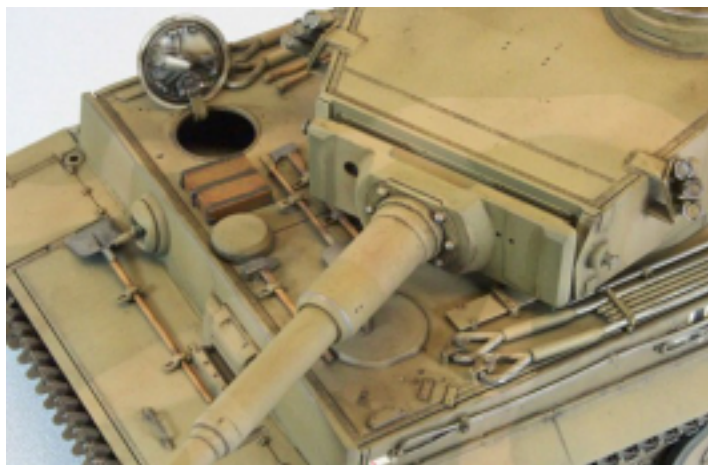
14. Apply road dust and dress windows now - some filters will add a slight sheen to things and I want to knock that down to flat again. I airbrush very light coats of Vallejo Light Brown, working from the ground up. I also hit the decals, if needed, just to take the 'Boy Howdy!' aspect out of the white areas. This is when I lightly dust any 'glass' windows, then carefully remove the windshield wiper masks, before lightly dusting them again.

15. Apply pigments. I use (MIG) Concrete and Dust to lighten areas, Russian Earth to darken areas, and European Dust as a mid-level dirt-color dusting, if necessary. I follow the mantra 'Go Easy!' here. I do not seal the pigments with anything - I find that sealers change the color and texture of what I've put down. I just learn how to pick up the model without leaving fingerprints on the pigment!

Done and done!

Everything you see below was painted in-situ, including the spare wheels on the Mark III. Keep in mind that everything you see started in black. IMHO, you will not get the camouflage and weathering on the equipment and clasps right if they are painted separately. As a judge I can tell in a heartbeat if that's the case.











## The Right and Wrong Way to Build Models

by John DeRosia

There, now that I've caught your attention, let me tell you - there are NO RIGHT or WRONG ways to build models. That's a fact Jack!

I could not sleep last night so I got out all of my old statistical analysis books, world population charts, ifn-blim-blam theories and came up with this fact: Let's just say there are a BUNCH of modelers all over the world (give or take three) – then however many modelers there are – that's how many ways to build a model.

That is a fact. Every one of us has some shared things we do and many unique ways to build. The older you get on the Richter scale past 45.7 years old – the more you may have developed model building techniques that work for you. Every way we all build is right. Now, be assured, 'hanging' out with all of you great modelers, there are things each and every one of us can learn or share.

Rumors are out there that I have built over fifty military themed models since October 2020. Oh wait – that's a fact Jack. Because I have. Further, let me say it has been a mix of 1/72nd and 1/35th scale mostly wheeled and tracked military models. Also a few helicopters to boot.

Yes – I am a retired Boeing Engineer - but trust me, I do not spend eight hours a day every day on models. When I do build, it's a few hours here and there. Rather, my method of madness has evolved over many years (give or take three). Let me share with you just how I go about it when it involves military vehicles only. The shiny cleaner trucks (like your orange ones, John?) take more time of course.

I typically build in what I call the 'production method'. That means I have a minimum of at least two if not up to five or so going at once. While one may have paint drying for an example, I can glue parts on another and so forth.

Here is a list of what I do to each military model. I rarely ever deviate from this mental list I present to you below...so get ready...

1. Glue as many parts as possible for each model. Yes – up to 94.8% or so possible. I mean everything! Okay – I do leave off parts you will never see. Ever. Tracks/windows I may leave off until the end stages. I add extra detail stuff, if I want, as I go.
2. When ready – I BRUSH PAINT the complete model the color it will be. BRUSH PAINT? EGADS! Note however- I like enamels. They work the best for this in my opinion. Yes! I typically have 65% color, 35% thinner. It goes on like water so to speak. Oh oh!....I can see plastic through the color. Of course- I do not prime military models first. The aim is not to drown the model in paint. A once light coat is all I am after. By the way – I am not a color specific guy. I use OD Green, Olive Drab, Field Green etc. Whatever I have. More on that later. Typically, I like the lighter greens the best. You'll see why shortly.
3. Time to outline all doors, hatches, 'rubber areas' on tank wheels etc. Again – very thinned flat black. I never vary the color. Never. Also – I try to stay within the panel lines- but no big deal. You'll see why. No masking off road wheels from the rubber part. Go at it. Do not worry about a steady hand. Not required! Any outside the panel lines or wheels areas that become flat black – no problem. See below.
4. Apply decals if any. No 'Future' clear beforehand. Are you kidding? That's work to me. I use Solvaset – have for 30-plus years. Works for me every time. I rarely ever get silvering. That's a fact Jack. When the decals are dry, I brush some flat clear over them. That is mostly for the next step.
5. Black Wash the model. What is black wash for some of you who do not know? I buy the cheapest craft paint out there for around \$0.50-\$1.00 at the most. Yes – cheap! (see Figure #1). You can buy them at places like Wal-Mart, Hobby Lobby, Jo-Ann, etc. Anywhere they have crafts typically. I use an old glass jar with a lid on it. I pour about one-half of it full of water, then add a lot of craft black. No - I don't measure it. If you want to lighten it - add



water etc. The Black Wash I use all year from the same jar. Running low? Add more water and black during the year. Now comes the best part of the build. I take a thicker soft brush, dip it in the Black Wash and saturate the model – top bottom, sides etc. (see Figure #2). The plastic that may have shown is covered up and lighter green colors now turn more darker ‘military looking’. Love it! I control how much I want to stay on the decals. That’s why I flat coated the decals. You can brush off/wick away some of the black from the decals if you want. Let the model dry overnight. Ask me why I know this?



6. Dry Brush. Once again – I use the cheap craft store colors. (see Figure #1). I typically use lighter earth tone colors. This is your field day. You can weather to your heart’s delight. Most of my military vehicles look pretty dirty. That’s the way I like them. On that flat black you may have ‘gotten outside the lines’ or the wheel rubber – weather the lines and wheels. The demarcation ends up looking good with weathering over the flat black.

7. Touch Up the small stuff. What I mean by this step is I now do the running lights, antennas, port holes, and ‘loads’ if I like. For headlights, I almost always use clear gemstones. For tail lights and side markers – I paint silver first, let it dry, then paint over it with the ‘clear’ red, orange etc. Makes the lights look pretty good. For tank portholes, I use a brush and use gloss black.

That’s it. Here’s the completed truck for this example. See Figure #3 on the next page.

It was a lot to read- but in practice- it goes FAST! Trust me. And guess what? Yes – I have fun, fun, and then some more fun bringing plastic parts to ‘life’. When I am done, I always say to myself, “...It’s signed, sealed, delivered....” Okay - the song with those words stays on my mind after that for a day or so. RATS! [That’s one of Stevie Wonder’s greatest songs! – ED]

I’ll get to my ‘shiny’ trucks before long, then time to slow down, since most are bright colors.

I have seen a lot of your models and admire each and every one. I know you have your methods and I still learn from them. Modeling is fun. Period!

Go at it...and always have fun!



Figure #3

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## Meeting/Show Information

The IPMS Seattle meetings have been cancelled until further notice. It is impossible to know at this time for certain when our meetings will resume. The next IPMS Seattle Spring Show will be in April 2022. 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. 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.