



Seattle Chapter News

Seattle Chapter IPMS/USA June 2021



How I Learned to Stop Worrying and Love the Bomb... and Paint Figures, Too!

Before we get into Painting Figures, let's get some club business out of the way... First, we have not been given the word yet on when face-to-face meetings can commence at the BCC, but we have been given the news that when we do meet, any remaining Covid protocols (vaccinations, mask wearing, personal distance, etc.) will be something that the club, not the facility, will enforce among attendees. I have my thoughts on the subject; I'd like to know yours – just send me an e-mail if you have something to add on the subject. The more information I get, the better decision we can make.

In the meantime, we will definitely continue to hold 'car-trunk model sale get-togethers' at Marymoor Park – the next one will be on 'meeting Saturday' (June 12) from 10am through 1:30ish. I will be sending out a map and announcement on Friday, June 11.

How I Learned to Paint 1/35th Scale Figures

This month I want to pass on to you a figure-painting epiphany I had, thanks to YouTube'r Martin Kovac at Night Shift. For me, the revelation was seismic – but first, a little background.

I think we can all agree that adding figures to a model, as part of a diorama, or just 'dudes on deck', enhances whatever type of build you've done. I think this is especially true for armor, but the same holds for a variety of other types of models as well, such as Ships, Sci-Fi, etc. A figure adds scale, interest; even a story if done right. For the last five years or so I've left the hatches on my tanks open, preparing for the day when I would revisit these builds once I grokked the 'dark art' of painting figures. I bought all the DVD's, books, articles, paints, brushes, wet palettes, etc., etc. I went to every seminar I could find, and talked to every figure painter that I knew, in this club and others.

That long, arduous (and expensive) journey, I now realize, was my mistake - and I should have caught it sooner. You see, I have always looked at painting figures as a time-consuming chore that, when it came right down to it, I really didn't want to do – not as part of my (real) hobby. Spending 30 hours on a model, only to spend ANOTHER 20 hours on a figure, or more, caused me to postpone and defer and delay. Four hours on a jacket? Drying over how many days?

And then I watched a video on YouTube, and I realized I had been going about figure painting completely backwards. My mistake was to ask (figure painters) how to paint figures, when I should have been asking (armor modelers) how to paint figures. It has to do with the end-game for each type of modeler. The figure painter's goal is to create a perfectly painted figure, or something close to it. An armor modeler is interested more in creating an AFV, with maybe 'a couple of figures' hanging on to it. But the vehicle is the subject here, not the figures. And that distinction can drive how the figure is painted.

I used what I learned, and I completed nine figures in a single afternoon, (including assembly). And the results speak for themselves - they aren't that bad, and certainly, acceptable in 1/35th scale. And boy do I have a lot of figure-painting stuff to sell now!

If you want to learn more about how I did it, read the accompanying article in this newsletter called 'An Armor Modelers Guide to Painting 1/35th Scale Figures', on page 8.

I hope to see everyone at Marymoor on June 12! Model On!

Eric

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:30 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. 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

IPMS/USA MEMBERSHIP FORM			
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<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (Surplus) - Checks must be drawn on a US bank or international money order			
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***Yugoslav Fighter Colours 1918-1941, Volume 2*, by Ognjan Petrovic and Djordje Nikolic**

reviewed by Ken Murphy

Once again, our most prolific of authors has published another book. This is Djordje's fifth book (his previous books being *Yugoslav Fighter Colours Vol. 1*, Special Edition Monographs of the Dornier Do 22 and the Rogozarski IK-3 published by Kagero, and *Battle for Belgrade - April 1941 : Bitka za Beograd - April 1941* (dual Serbian/English edition) by Sluzbeni glasnik Beograd - I'm going to need a bigger shelf!). This latest book is the companion volume to *Fighter Colors Vol.1*. Published by MMP Books, Volume 2 is a part of their White Series. Volume 1 covers the early days of the air force and includes a comprehensive history of that period, followed by chapters covering 13 aircraft, their histories, technical details, camouflage, and markings. Volume 2 picks up right where Vol. 1 ends with chapters on ten more aircraft, so if you want the complete in-depth story of the air force and its equipment, it will behoove you to get both volumes.

Aircraft covered in this volume include the Hawker Fury, Ikarus IK-2, Hawker Hurricane Mk.I, Rogozarski IK-3 (check out Djordje's monograph), Messerschmitt Bf 109E-3a, Potez 63, Rogozarski R-313, Zmaj R-1, Ikarus Orkan, and Messerschmitt Bf 110C-4. Each is accompanied by a comprehensive history of its acquisition and service, including numerous historical photographs acquired from museums all over Europe as well as many private collections. Also, complete statistical data charts including technical information, units, order of battle, lists of pilots, their planes, and what became of them. Then, as the title suggests, pages on everything from serial codes, color schemes and national insignia, to stencils and company logos. Co-author Ognjan Petrovic has illuminated the pages with over sixty beautifully illustrated full-page color profiles and three-views showing national insignia, unit markings, and camouflage.



This is a book that will be invaluable to aircraft enthusiasts, historians and of course, modelers. If you are a fan of unusual markings, or of small air forces, you will find this book to be a treasure trove of great ideas and inspirations. Kits of many of these World War II aircraft are readily available, such as the Bf 109 and 110, Hawker Fury and Hurricane, even the IK-3, and the Potez 63. If you're looking for something exotic, there's limited run kits available of the Rogozarski R-313, the Zmaj R-1, and the Ikarus Orkan, all very cool twin engine multi-purpose aircraft. Decals for several of these—and many other subjects—can be found at Lift Here Serbia (<https://lifthereserbia.wordpress.com>), or you can even make your own.

I can't say enough about the quality of this book. The level of detail and information is outstanding and would make William Green proud. It is without a doubt the definitive history of the early Yugoslav Air Force and its fighter aircraft. The book is available through MMP, Casemate, and Amazon beginning July 7. I highly recommend this book (and Volume 1 as well!).

The review copy is courtesy of Mushroom Model Publications.

Publisher: Mushroom Models Publications (White Series)

ISBN: 978-83-65958-26-6

Binding: Hard bound

Pages: 175

[illegible]

L2						L3
225	226	227	228	229	230	
225	226	227	228	229	230	231
225	226	227	228	229	230	231
225	226	227	228	229	230	231
225	226	227	228	229	230	231
225	226	227	228	229	230	231

[illegible]⁴ Totally wounded, dead or captured (wounded).

Atlantic young in the
Atlantic Ocean off
the Cape Verde Islands
between 1940 and 1960
have been found in
waters off the
Cape Verde Islands.

Camouflage and markings

Type-Designations

The original Flanker designation Yagoude Fury was assigned to class 100 machines from 1915 to 1917 series, aircraft were known as Flanker Fury, Fury or Fury Kallidokopy. From 1918, when new series, Yagoude Fury 300.0 appeared, the original names were reintroduced to Fury 300.1 and Yagoude 300. Yagoude Fury 300.11 or Fury Series 10.

The imported machines were designed as Bunker Vaporite Fory M&L or Bunker Fory Series II while FN officially used Fleeter Fory license-built machines also with the same FN designation. It doesn't make a difference between aircraft originating from different manufacturers, if mixed with domestic ones, it confused the aircrews.

All Furies in TV service were previously known as *Fast Furies*, or *Stake Fast* (*Stanton Fury*), while designation *Fury* Series II (in Italian, of course) was often used by TV personnel.

Serial numbers and codes

In accordance with the standard NY aircraft marking practices, aircraft manufactured in Long Beach, starting with the Fleetline F4U (J44), were assigned numbers 84-361 (80% 80%) and later designated two Voughten States (J44-141). The dimensionally produced Series 140, the manufacturer by States A.R. were assigned 84-367 and those by J44 A (1) 84-367. Practically manufactured aircraft additionally had the factory logo applied across the white and yellow.

During the short period in 1978 some Fawns had special markings applied on the forelegs after the Escudellé marshes, within only 0.11 to 0.33 km between.

To make the double-digit Escalade numbers mean nothing against the new dual camshafts, the numbers were reprinted in white ink. With the introduction of 1-800-800s were changed 1-800-2201 which was applied on the linkage and is now common even on the subline.

National origins and institutions

The original national markings consisted of 124 (in 1950) to 140 (in 1960) 'Swiss cross' insignia in blue positions on top of turret and below the lower edge. The 140th was painted away in 1960.



Another line of research
"While it is important
that the data be
applied to the needs of
the community, the
current practice
of the community
is not to be
applied to the needs of
the community."

As evidence in this photograph (A.117) continues to a final meeting place soon after the arrival of the Luftwaffe units in Belgium, Japan state that the Luftwaffe wing commander "Günther von Döhring" on the upper left, members of the invasion force, (Charles Kibicki)



destroyed. The damaged *Pinto* was documented on 20 October 1944 during the liberation of Belgium, in-
cluding to the eye-witness report, it remained at Blegard Airport another year or two after the war
after which it was scrapped. Engineer (Lieutenant) in a mechanical engineering tradition attended
interviewing at Zonas and he recalls that in the beginning of the 1950s the fuselages of several *Blinden*
and *Pinto* 41s were still present there. Teachers called these remains which they were getting taught as
‘*Blinden* Zonas class’ and ‘*Pinto* 41 class’.

Camouflage and markings

General factory designation was Pony G3 C-1 (Pony Type G3 C-1), while two versions were designated as Pony G3 C-1 and Pony G3 C-1a. In TV series both types were commonly known as Pony G3 but written on the saddle or more detailed, Pony G3 C1 and Pony G3 C1a.

Serial numbers

Stems 600 and 606 were delivered with history applications 60TY and 60TY respectively. Originally 60TY was 60 (the 1) and 606 (the 6) were changed in 1949 to 60TY and 60TY and were applied to the same rubber side, directly over the camouflage, in the form of black numbers 60TY and 60TY.



flight times of 10 to 15
 C.F. 1000 along with
 other updated TV aircraft
 Boeing Airport, located
 the Japanese airline system
 machine, imaginatively it
 an incident in the upper
 of the engine (including a
 surrounding factors) when
 entered the 1000 speed to
 the same day.



the 2003 was remarkably close to April 1995, and I observed predators during the same conflict. I was captured a different large Carnivore just before it ate the single prey pack of the phox. Near the top of the wolf's mouth and the "Kiss" area of the upper jaw of the prey were. (Bart Calk)



Captarea (Photo 4.8) is a B&W film, 1961, by Ionel Popescu. It is the first of two of the *Capitanele* (Winged Angels). In the ground, a 1910 Douglas Big Biplane is the *Capitanele* (*capitan* = captain). *Captarea* (the photo) is taken in the late spring of 1961. *Capitanele* (Illustration)

Both Navy 65 aircraft were delivered in overall natural Aluminum with only the Black code letter applied to the fuselage.

Later in 1940, both VV machines were painted in the newly introduced three-colour camouflage scheme with Dark Green, Dark Brown and Olive on the top and Light Blue-Grey on the bottom. A Polik 61 had similar dimension and form of wing plan, VV adopted the similar camouflage patches as seen on Fagundes-Dutra Do-17K bombers.

Respirations

Boats 430-9617 arrived in the country with French self-segregation 9-AETZ applied on four positions in Black. The requirements on the wings were split, with F-A applied on the rear and the remaining three letters on starboard side. Black letter F sign set on vertical tail, while numbers were line horn are starboard.

After the arrival of Force 639, Yugoslav state flags were applied over both sides of both tanks with TV Black to fire in three rows (Rows 6, 7, 8) while before it can well seen attached.

The national rankings, "Emerson" insignias, were applied on these 600 Bell dates 2011: as best selling poet.



123
8-23
Bisneschmitt Bf 109E-1a (Mo-109) Bz2103 L-53, F41.E, 31.MG, 2.1.P, M; Jutiches Polje auxiliary war airfield near Krupjinec, April 1941.



Artwork by
Ognjan M. PETROVIC
№701/15

The machine carried standard code, Eddy and tail inscriptions, while the entire mid-
dle was repainted in White colour by 2.1.P ground personnel, who wanted to create
some type of tactical markings.



Mo-109 2103 L-53 from F41.E at Jutiches Polje, after the April War (top): German
soldier poses in the cockpit without canopy. Note the large White circle on the top of
starboard wing around the "Kosovo cross", (bottom) Picked off by soviet hunters,
L-53 is in a poor state at the end of spring of 1941 (note the dismantled cowling,
comps, tires and other parts and removed under wing panels with White paint
surrounding the "Kosovo cross"). This aircraft was an ally by own crew on 30 April
1941 but was not completely destroyed. (both Davor Nikolic)



Two shots of abandoned and heavily scavenged
L-53 at Jutiches Polje airfield, early June 1941 (both
Davor Nikolic)

Upper and under side views of Bz2103 L-53.

L-53 had four original, factory applied 60 cm diameter "Kosovo cross"
and large White circles with approximate diameter of 120 cm painted
around them, as tactical markings.





Flying Heritage & Combat Armor Museum

The following is from the May 2021 issue of Puget Sound Military Vehicle Collectors Club Newsletter, edited by Ivan Urnovitz. Thanks to Tracy White:

There have been rumors floating around about FHCAM at Paine Field for some time. With the death of Paul Allen in 2018, it is natural that there would be speculation about the future of the museum. Of course, speculation can sometimes transform into "fact" as it gets passed along. It seems the latest rumor is that some of the armored vehicles have been sold. A member of the Military Vehicle Collectors Club of Oregon called to let us know that this is not true, as he had spoken directly with a person tending to the collection. So, the FHCAM collection remains intact. The museum was closed due to COVID restrictions and this was publicly stated to be a temporary situation. The reopening date has not yet been announced. However, they did layoff most of the staff as things dragged on, some permanently. This was confirmed by one of the people directly affected, who also verified that the business model was being reviewed to find ways to reduce overhead. Having fewer paid employees is one way to do that. These are the only facts available to us at the present time, but we will keep everyone updated as new information becomes available. This is a world-class institution and we hope it will again thrive once things return to normal.

Oregon Mid-Valley Modelers
Present:

SUMMER FUN PARKING LOT SWAP MEET AND CONTEST

"Welcome Back to Modeling"



MODEL KIT SWAP MEET and PEOPLE'S CHOICE MODEL CONTEST

WHEN — Saturday, July 17, 2021 — 10am–3pm

WHERE — Heritage Mall Parking Lot, Albany, Oregon

(Between Target and Oregon State Credit Union, bordered by SE 14th Ave. and Clay St. — see map)



* SWAP MEET *

As the name suggests, this will be a swap meet in the parking lot. One parking space will be allotted to each vendor. You can sell out of your vehicle and/or set up a table. Sellers, please plan to come early to set up. There's no fee to sell, but we're asking vendors to register so we can plan space accordingly. Or you can just turn up the day of the show. To register, contact Colin Harmsworth: harm1730@msn.com or (971) 304-5395.

* CONTEST *

This will be really simple: a People's Choice voting contest. Awards will be given for Grand Prize and three runner ups. We will have tables set up under canopies, and categories will be assigned for display purposes only. Come and bring those Covid builds you've been dying to show off! There is no fee to enter, and anyone is eligible to vote: buyers, sellers, displayers, and passers-by.

In the event of bad weather, especially rain or high wind, we may have to limit the contest. But hey, it's the middle of July, so we're going to take the chance.

For More Info: www.facebook.com/groups/MidValleyModelers

Note: In light of the current pandemic situation, please be aware that neither IPMS/USA nor its Chapters are liable for any potential transmission of illnesses. Those planning to attend this event should (a) follow existing safe social distancing and mask recommendations and (b) abide by any local or state regulations regarding gatherings.



An Armor Modelers Guide to Painting 1/35th Scale Figures

by Eric Christianson

First – let me give credit where credit is due. I am only the messenger here, although I have made some significant changes to what I have learned online, mostly to shorten the time to paint figures even further. But Martin Kovac of the popular Night Shift modeling video series led me to fully understand my mistake of going to figure painters for tips on painting figures, as ironic as that sounds. The Night Shift videos can be found here: <https://www.youtube.com/channel/UCNM5EknY1XBA9buLmJqYLdw>

Now, on to the approach that produces a group of decent figures in a fraction of the time and effort, using an airbrush, Panzer Putty (or similar masking medium), paints, and a wash.

1. Assemble the figures, if needed. Fill the seams, sand the sprue connections, etc.
 2. Drill a hole in the bottom of a shoe, or, if the figure is sitting, into its rear area – somewhere ‘off camera’, so to speak. Make the hole big enough to hold a toothpick fast, and stick that into a lump of clay or something similar to hold the figure while drying. You can certainly use a purpose-built figure holder, but then you can only paint one figure at a time (unless you own multiple figure holders!) I use ‘non-hardening’ craft clay because it’s cheap and will last forever. My tray of clay will hold about 20 ‘figures-on-a-toothpick’ at a time. Oh, and I have two, nice purpose-built figure holders to sell...
 3. Prime the figures with a grey or black primer – any brand. Cheap stuff is fine. I think white primer tends to force me ‘fight’ to get proper shadowing (for military figures) in the recesses, so black or grey works better here.
 4. Decide what you are going to paint – for this article we’ll do the pants. Using a piece of flattened Panzer Putty (any type of reusable putty will work), mask along the waistline, up, and from the socks down. Mask just enough to prevent overspray from invading other areas, above and below. Obviously, if the pants are the first thing being painted, you don’t need to mask anything. Panzer Putty will not stick to anything but itself, so your paint will stay where you spray it.
 5. Load enough paint into your airbrush for the base color – let’s say it is Flat Khaki for the pants. I use fast-drying acrylics (Tamiya, Vallejo, AK Mig/Ammo) because they have the colors I need and the paint dries fast. Holding the figure by the toothpick, turn the figure upside down and spray towards the head so that most of the paint lands on the figure from the bottom up. Don’t flood the paint on – it should basically hit the recessed surfaces.
 6. Add a few drops of Flat White to the color cup, and cover the pointy end so the air will bubble the paint up in the cup to mix the new color into a lighter shade of Khaki. This is your ‘highlight’. Turn the figure right side up and spray downward towards the feet so that the paint lands on the figure from the top down. Again, don’t flood the paint on – it should basically hit only the raised surfaces.
 7. Inspect your work. Repeat if necessary, but practice will get you in the groove. Remove the putty when satisfied. Repeat the process with the blouse, jacket, boots, etc. You can also shoot the helmet and/or cap at any time. Don’t worry too much about overspray on the face and arms; they’re next.
 8. Carefully hand-paint the arms and face with any flesh base color – your choice. I use Andrea #1 (1st Base color) simply because I shelled out a bunch of money for this expensive paint set and I need to use at least one of the paints for something! Vallejo/Ammo paints also work great here.
 9. Hand-paint anything else that might need a ‘personal touch’, such as belts, guns, hair, etc.
 10. Apply a thin wash using something dark, like Burnt Umber (oil) or Mig Dark Wash (enamel) to the entire figure, including the flesh parts. At 1/35th scale, this wash alone will do a pretty good job of adding definition to the painted surfaces.
 11. Dry-brush the entire figure, including the flesh parts, with some type of Buff. I use Mig Abteilung #35 Buff oil paint because I feel oil paints dry-brush better than any other type of paint – once I leech the linseed oil out using a piece of cardboard. Buff will enhance the raised surfaces with further highlights.
-

12. Spray a dead-flat varnish on the entire figure to knock off any type of shine. I use AK Interactive Lucky Ultra Matt Varnish for this job. I try to miss belts and helmets and guns which I might want a satin finish on.

That's it. The wash gives the figure just enough detail to be believable (from a distance!) and the flat varnish keeps it real with the rest of the model. This painting approach benefits from an economy of scale – it gains in efficiency when you paint more figures at a time. The images are Tamiya figures – imagine what you can do with Alpine or some other type of resin figure. BTW – I used a black primer on the driver, and a light grey primer for the rest. For military figures, I think black works best.



Merry Month of May's Personal Histories

by Scott H. Kruize

The way we've all been on the move since childhood, it's unlikely any of us model now with friends we had Way Back Then. Monthly, I have the Arduous Task of coming up with 'Six Questions' for the amusement and edification of Museum of Flight model club members. Normally I draw from sources such as The History Channel and 'This Day in Aviation History', asking about historical facts. But May's my birthday month...I figure I could indulge in a bit of whimsy...so I sought personal histories. Four are compiled here, added to my own.

>>What was your 1st model kit? and >>Can you remember early tools, glue, paint? (That you wouldn't now perhaps touch?)

Terry Moore ('The Professor'): The first model kit I remember was actually a toy rocket that I had to send 25 cents and a cereal box top for. It was a multistage, spring loaded missile with a launch rail. It had stickers but was only molded in white. I had to run next door to Klett's general store in Stanwood where my grandparents lived, for a bottle of Testors red paint for the launch rail. The first real model I remember was the Revell 1/72nd scale Me 109. Then there were the inexpensive Hawk kits.

Morgan Girling: The first model that I built all by myself? I've no memory of that. The first model I remember building (with my dad) was the Airfix *HMS Victorious* aircraft carrier in 1/400 scale. Brush-painted gloss Humbrol enamels – green for the deck, too-dark grey for the hull and too-bright red below the waterline. The little capsules of glue that came with the kit, engineered to splurch their contents on your hands. Even if it worked as intended, there was never enough to actually build the model, so after a couple of parts it was a trip back to the hobby shop (quelle horror!) to buy a tube of glue.

Daniel Carey: I think my first kit was an old 1/72 Lindberg Bearcat. As I remember the wing was one solid piece and the fuselage halves slid onto it, then one had to glue the halves together. Early glue was Testors tube glue, if it doesn't stick put more on it. Paints were probably Testors small bottles. Tools were nail clippers for removing parts and fingernail sanding sticks.

Ken Murphy: My first kit was a reward for caddying for my Dad. In payment, he let me buy something from the hobby section of the store he managed. I was immediately drawn to the dramatic box art of the Aurora Fw 190. I also got some tube glue and Testors black and silver enamel paints and one of those crappy black plastic brushes. I don't recall what I used to clip off parts, but I'm sure I did not have an X-Acto knife.

ME: Way, way, WAY Back, I got plastic kits I had no hope of building, so I basically watched my father put them together. He was no modeler, by any means, but I remember a Sikorsky helicopter, Monogram's Wright Flyer - which never did get completed, but that I built afresh in modern times - and Revell's box-scale Grumman F9F Cougar, which I still preserve. My own first model, that I built myself, unassisted, was Monogram's box-scale B-58 Hustler, with its astounding 'Weapons Pod Release!' feature. With its help, in my imagination all those dreaded Red-Menace Commies got blown up a jillion times, until I finally broke the release tab mechanism. This model, also, I built anew in modern times...In fact, the first time I went to an IPMS Contest-&-Show, and ventured into the dealer room, the very first table of the very first dealer had this kit. I wasn't Enlightened enough at the time to realize the goddess Styrenia was Intervening in the Affairs of a Mere Mortal Man...me!

>>What set you off on starting this hobby of modeling? Someone's example, being impressed by a modeling-related gift, perhaps a lust for a 1-to-1 scale vehicle (tank, plane, car) that you had no hope back then of actually obtaining...so modeling it was the next best thing?

T.M.: I think my dad got me started as he could carve an airplane out of scrap wood or whatever he had lying about. He also had all his sketches of airplanes that he brought home from his time in the Second Great Unpleasantness (I wish I still had them). One of the first models we built together was a Beech Bonanza. I remember him drilling out the prop and pinning it so it would turn. And it carried on from there...

M.G.: What set me off down this particular garden path? Guests over for dinner. Lovely people but, well, they were adults and after dinner, they and my folks started talking about boring adult things, so I excused myself. I ended up on my parent's bed where the ritual opening of the new model kit had been so rudely interrupted by the arrival of our guests. It was the Revell Tugboat kit and between being jostled in shipping and us clipping a few parts before dinner, there were a lot of loose parts. I carefully dry-fit the deck to the hull,

and with a little help, a few of the superstructure liberated themselves. I had most of the superstructure added when, sensing that “things were too quiet,” dad stepped into the room. “You did that,” he asked, pointing to 'his' model? “Yes,” I gulped, sensing the music shifting to a minor key. “Humph, well done,” or words to that effect and left the room. (He then spent the rest of my childhood trying to convince me to go outside and play instead of building models.)

D.C.: My dad built models so the I was impressed by his intricate and detailed toys.

K.M.: I was always interested in planes. I would draw them in the margins of my school notebooks but it was the artwork on the box tops of those kits that fired my imagination and compelled me to want to build them.

ME: To say 'I was always interested in planes' is to grossly understate the matter. I never cared a fig about cars, trucks, boats, or even spaceships... Whereas just on the edge of my youngest memories, long before I went to Kindergarten, I carried around with me - always! - one of two molded plastic jet fighter planes...perhaps a Grumman Tiger and North American Super Sabre...

>>What's your 'specialization'? Of course, some of us don't have an actual specialization, and instead model all over the place: cars, aircraft, ships, armored fighting vehicles, fantasy figurines, real space vehicles, and those from Hollywood movies

T.M.: I specialize in B-17s, captured aircraft, and aircraft in unusual markings (for example, all five of my Me 109s are NOT in Luftwaffe markings). I have very few models in squadron or unit service. Time frame for my aircraft interests are early '30s to late '50s subjects. I like one-offs and experimental aircraft. Then there are those Indy cars from the mid-50s to the mid-60s... *[Let Readers be aware that Terry is the only fellow member I know who's dabbled in racing hydroplane boats. - SHK]*

M.G.: Specialization? Next question please, though I do have a penchant for building teeny-tiny things. *[HAH! What about 'Weirdness' as a specialization? Who ELSE do we know that pivots effortlessly from scratch-built steam-powered heavy field artillery from the Franco-Prussian War of 1898 (!)...to the Spice-prospecting orthithopter (!) deployed on the planet Dune...with WORKING electrically-articulated wings?! - SHK]*

D.C.: Mainly 1/72nd aircraft, although the collection has grown to include all scales from 1/700th thru 1/24th.

K.M.: I've always focused mainly on planes, but even in my formative years, I modeled tanks, sailing ships, and Aurora Medieval Knight figures. These days I still build mostly aircraft, but still the occasional tank, car, or figure. I have yet to build a ship, but I have a couple in the stash.

ME: Continuing my interests from Way Back When: my current collection is overwhelmingly World War II fighters in 1/48 scale. Those allow me to pay attention to historically accurate details. By now, you all know that I also build flying models, where the emphasis is on what I can handle with my limited piloting skills...so they don't have any elaborate, time-consuming detail work likely to be utterly ruined in the next flight! And from time to time, I at least attempt something out of my usual rut.

>>What possessed you to join the NWSM? (Presume you didn't get conscripted at gunpoint, or went into the wrong classroom on some Free Thursday by mistake...)

T.M.: I was never possessed or coerced into joining NWSM. *[HAH! So you claim! The Readership here knows this towering personality was once the Seattle Chapter of the I.P.M.S. Prez-4-Life! Happenstance...alignment of Houses of Zodiacal symbology...mere coincidence? HAH! - SHK]*

M.G.: I don't recall, but I think it was Stephen Tontoni who got me to NWSM. I missed most meetings for a long time as it conflicted with another club I belonged to. *[Skeptics about an 'Afterlife' nevertheless must admit that late great colleagues of ours still make their presence felt and influence our modeling activities and devotion. - SHK]*

D.C.: The club sandwiches at Randy's.

K.M.: Oh, I was possessed all right – I was conscripted at gunpoint to a meeting by the very Author of this article! *[Give me strength, for Heaven's sake! I shouldn't have to reprint outrageously slanderous nonsense like this in my own posting! Now, it's true that I've accumulated a few Nerf guns, from my various trips to garage sales and thrift centers...but I only have them because the dreaded*

Robinson brothers tend to show up in my yard at any moment, wielding their own arsenals. So my modest collection includes the handy Nerf Rival Knockout XX-100 Blaster, a matched pair of the rather larger N-Strike Maverick REV-6 Revolvers, the intimidating Alpha Strike submachinegun, and just in case all three Robinson brothers show up at once, the Strongarm Elite N-Strike large-magazine-capacity assaulter. But really, now: pressed - under oath - Ken would have to admit truthfully only that he knew I had them...not that I actually held him prisoner with any of them as we went to his first NWSM meeting! Let's not promulgate 'Fake News' on social media! - SHK]

Even though I had recently returned to the hobby after a 30-year hiatus, I was apprehensive about being seen as someone engaging in such a childish pursuit. I was quickly disabused of that notion. I was blown away by the quality, artistry, and sophistication of the models on display and by the friendly openness and hospitality of the group.

ME: That was Emil Minerich of Skyway Models. I bought a couple of classical (read: ancient) kits from him, and after a couple of visits, he told me about the IPMS and NWSM. In my ignorance, I made some self-deprecating remark about not being a good plastic model builder, but he cut me off: 'YOU actually BUILD kits you get!' I gathered he was happiest about customers actually building his offerings...as opposed to lots of others who buy kits but then merely talk about the great modeling they're going to do...some day.

>>From Back Then, have you ever had a thrill, ego boost, special recognition moment related to this hobby? That is: impressing your elementary school class at Show-&-Tell...winning a ribbon at the county fair, impressing your uncle with a model representing his wartime service?

T.M.: I did win a ribbon at the county fair once. Oh yes, I built a model of my dad's WWII GMC truck, complete with everything he added, including the name for his truck - *Miss Evergreen*.

M.G.: Recently at work at one of those affinity group virtual meetings. We had several new members, so the leader asked everyone to give their names, where they worked in the company and tell something interesting about themselves. When it was my turn, I said that I built scale models and held up some of the pioneer aircraft I'd been working on for the 'Women in Aviation' display. *[We NorthWest Scale Modelers do quarterly special displays for the Museum of Flight and Morgan is an active Producer of them. That particular display goes up in June. Catch it if you can come to Seattle in the next couple of months! - SHK]* It happened that the VP of the research division was attending that day and it became a rapid series of questions about the hobby, how long it took to make a model, and had I thought of doing a model of our moon lander for the display. When I said that it was on my build list but that my research materials were restricted to screen shots of the videos we'd published, he offered access to materials, and could I help them with finding and selecting a manufacturer for display models. (I fear we sort of hijacked the meeting.)

D.C.: Some of my early awards for models. Still the general thrill and satisfaction of completing a model, looking at it, and feeling that it turned out well.

K.M.: Back then I had no association with anyone who modeled until I met Scott, so my special recognition was exchanging kudos about each other's builds. *[Since I met him, back in Seventh grade, the times I've least been able to stand Ken Murphy is when he's being modest. He should've said here that he TWICE won Revell's model sweepstakes, in the late 60s! That's boxes – piles! - of model kits, way beyond our most extreme dreams of avarice Back Then...HE won, I DIDN'T! - SHK]*

ME: Many sixth grade classmates had been at my birthday party in Fifth grade, and knew since then I'd assembled plastic model kits. They told our teacher, Mrs. Durkee, that I should build and paint the Pyro® Model Human Heart for our science lesson...such fame amidst the Multitude!

>> Is there any other leisure-time activity that competes for your modeling time? I mean some other hobby: not your Happy Home-owner chores or your Domestic Bliss-ful family life...some specific leisure activity you choose to indulge in, that competes with your hobby modeling time?

T.M.: My sole outside activity is playing baseball in the Puget Sound Senior Baseball League. I've been in the league since nearly its inception in 1989. I play first base and right field, I have been known to lay down a bunt and I actually hit a home run once, the day Randy Johnson was traded from the Mariners, July 31, 1998.

M.G.: Reading, but only as the cats allow.

D.C.: Lots o' other stuff. Reading, TV and movies, outdoors, and hiking. I prefer to model when it suits me rather than doing so on a schedule. The MOF projects are an exception. It starts out easy then gets more involved as the display deadline approaches.

K.M.: It used to be kayaking, hiking, and sports, now it is more watching sports and too much TV and YouTube. For actual activities, I hang with my granddaughter and I take dance lessons with my wife, though it has been a long time since we could actually go to a dance!

ME: Since Way Back Then, my devotion to modeling has been split. If I go too long without putting bits of plastic together and painting accurately, I get distressed and am impelled to start doing so again. Contrariwise, I absolutely must 'butcher balsa' from time to time, and take the results out to the flying field. That will have to do as justification for when, at our Zoom sessions, you see me doing exceedingly odd things with exceedingly large model aircraft...

>>BONUS: It's been a while since we established that consensus: our work areas always occupy more-or-less one square foot of clear space. May we see what your work area looks like, as you work at it?

KenM* writes: Here is my disaster area of a workbench. I would say my "clear space" is closer to one square inch. But I hope to soon finish the 'Tony' you see in the left corner, then I'll clean up this mess.

*Besides having known me since Seventh grade (!), Ken shares this birthday month with me...in fact, he's three days younger...which he never fails to remind me of!

Messy or not, we're fond of our workbenches where we indulge our favorite hobby. And do consider: your Newsletter Editor is always looking for material. This article doesn't exhaust the topic...as you model, you could scribble up your own experiences for the rest of us to read!



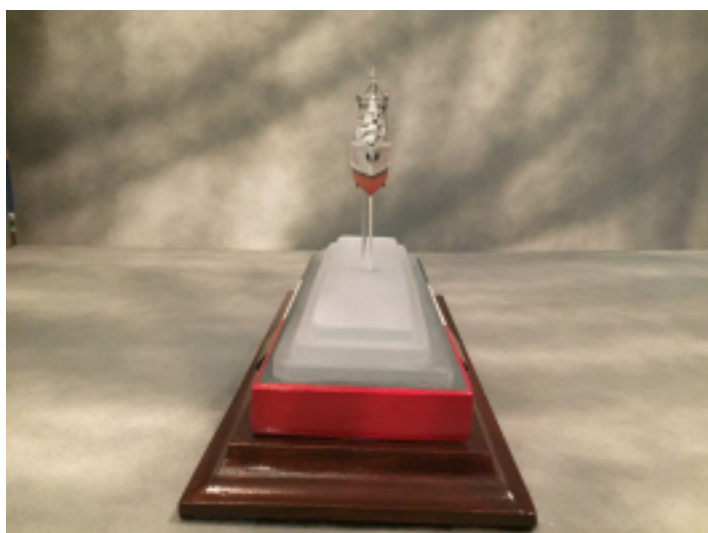
Ken's bench (left); Dan's bench (right)

Le'Arsenal 1/700th Destroyer *Leopard*

by Jeff Smith

This is the le'Arsenal 1/700 resin waterline model of the French WW2 destroyer *Leopard*. As usual the lower half of the hull (below the waterline) has to be created from scratch, using basswood and styrene rod and sheet for the bilge keels, prop shaft brackets, props, and rudder. This is the sixth of these destroyers built over the course of many years, with the aim of having an example from each of the major naval powers of WW2. I still have to add an example from the Russian as well as the Dutch navies. The large pic has the six I have thus far completed. British-*HMS Jervis*, German-*Z-38*, Japanese-*Fubuki*, US-*USS The Sullivan's*, Italian-*Leone Pancaldo*, and French-*Leopard*. Build time for each averages between four and six weeks, depending on how much scratch building is required. Thanks for looking.





Tamiya 1/35th Scale PzKpfw IV Ausf G

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.)

Tamiya has yet again enhanced their venerable line of PzKpfw IV German main battle tank kits, tossing a few new bits into an already brand new Ausf. F(1) release, resulting in the long-barreled Ausf. F(2)/G model. The offering also includes five of the most detailed Tamiya figures to date, as well as a variety of personal equipment and bags to lay around on the upper deck. One thing is for sure – these last two kits are two of the finest armor models ever produced by Tamiya, and that says a lot.

The German PzKpfw IV was constantly modified throughout its service life, with Ausführung (variants) stretching from ("A"), which entered service in early 1936 to the ("J") which was being built right up to the end of the war. The Ausf. F tanks that received the new, longer, KwK 40 L/43 gun were temporarily named Ausf. F2. Differences between the Ausf. F1 and the Ausf. F2 were mainly associated with the change in armament, plus other modifications, including an altered gun mantlet, internal travel lock for the main weapon, new gun cradle, new optics for the L/43 weapon, modified ammunition stowage, and turret mounted smoke grenades. Three months after it entered service, the PzKpfw IV Ausf. F2 was renamed Ausf. G.



This is a Tamiya armor kit – which means it can best be described in five words: not many parts, perfect fit. As always, there is something for every kind of modeler in here. For those new to modeling, Tamiya kits are a snap to assemble and come with excellent instructions and sprues that are laid out and numbered logically. For those who enjoy the painting and weathering part of building a model most, Tamiya kits quickly and painlessly become excellent canvases on which to ply one's artistic talent. For modelers who go for accuracy, Tamiya has the industry clout that ensures a variety of after-market products to enhance what modelers get in the box, products that these types of modelers would purchase anyway, no matter how accurate or inaccurate the original kit is. One thing everyone gets, however, is an enjoyable build and a perfect-fitting model.

It wouldn't be a Tamiya kit without some oddities, however, such as nylon string tow cables, brass wire, figures, and jigs to assist with proper track-sag. As with most of their latest releases, Tamiya has replaced their one-piece rubber-band track with link and length track, which fits together as well as I have ever seen. All in all, this is about as good as a model kit can get.

The contents of the box include:

- Lower hull packaged separately
- 7 sprues in soft, tan plastic, packaged separately
- 1 20-inch piece of string for use as tow cables
- 1 10-inch piece of brass wire to tie the tow cables or for wiring the headlights
- 6 polycaps to allow the movement of the drive sprockets during track assembly
- 1 small sheet of Tamiya decals, with excellent registration
- 1 20-page, black and white instruction booklet with 41 steps
- 1 6-page color foldout showing two paint schemes and decal placement - Paint callouts are made for Tamiya Acrylic Paints only.

Up front, Tamiya offers two build options identified with a capital letter 'A' or 'B'; nearly every step has alternate instructions (and images) to follow, depending on what version you are building:

- A. 21st Panzer Division, El Alamein, North Africa, Autumn 1942 (DAK Yellow)
- B. 12 Panzer Division, Northern Russia, Autumn 1942 (German Grey)

The CAD images are crisp and represent assembly from different angles to show exactly where parts are placed. Beginners will find the pages full of quick hints and images showing where to trim, cut, use tweezers for small parts, etc., etc. A complete novice could build a nice model from this kit using what is offered here.

While there is no parts map included for the seven sprues, there is a list of unused parts to assist the modeler.

Looking through the instructions for my notes I find that there is very little written besides the occasional 'Cool!' and 'Nice!'. The build simply goes right along without a hitch.

That said, almost immediately (in Step 2), the modeler is instructed to perform a very un-Tamiya-like task: drilling a hole for a trailer hitch. There are no go-bys or indentations to help here – measurements are given in millimeters as to where exactly to drill the hole, although most can merely eyeball it and have it be reasonably accurate. The rest of the rear panel, as well as the chassis and bogies go together well.

In Step 8, Tamiya provides nylon inserts for the two drive sprockets. These allow the modeler to 'fine tune' the position of each sprocket when fitting the upper length of track coming up next.

In Step 7, the magic of Tamiya's link and length track comes to fruition, starting with a plastic jig that is used to produce the correct track 'sag' along the top runs of track. Even though the jig is made of plastic, careful placement of glue will prevent the track pieces (also plastic) from sticking to the jig. I used thicker, Testors 'black bottle' liquid cement here for its longer drying time, even though the instructions call for using Tamiya's Extra Thin Cement, which, presumably, will evaporate before sticking the track to the jig. Either way, what looks like it won't work, actually works great. Have faith!

Step 10 finishes the track around the top run already in place on each side, and I have to say, these are the first runs of Link and Length track that I have ever assembled that ended up fitting perfectly – not even a half-link short or over. Follow the instructions and build them backwards – toward the rear of the tank, down around, along the bottom toward the front, and up and over to the top run. Piece of cake!

The next bunch of steps cover the main superstructure, the fenders, and rear deck – which all come together without any problems. Make sure that you only assemble those parts that belong to your version (A or B). I actually crossed out every 'B' section first with a thick Sharpie to ensure that I didn't start down a road I didn't mean to.

Step 19 finishes the front and rear decks with hatches (as does Step 24, later). There is no detail provided inside the vehicle, or even on the inside of the hatches for that matter, so if you wish to model any of these open, you will have your work cut out for you.

In Step 21, when assembling the cables, measure the string exactly as shown in the diagram; you will find that it fits precisely and can be 'tightened' on the surface of the model by swiveling either Tow Cable ring slightly before gluing. Tamiya receives criticism for using string instead of wire, and some of that is justified, especially on WWII vehicles when the cables might be modified to show them in use.

While assembling them (with white glue) was easy when left to dry overnight, getting two complete cables wrapped around the delicate hooks in back was too iffy for me. I left one off, using more diluted white glue to fix the cable in place.

Tamiya provides a slide-molded, one-piece main gun barrel with a two-piece muzzle – a huge improvement from the long, two-piece barrels of days past. The barrel, as with most parts in the kit, fits only one way into the mantle, simplifying the sometimes-troublesome task of lining up the openings in the muzzle brake with the horizontal plane.

In Step 33, the commander's cupola comes together in no less than sixteen pieces. Fret not, however – the parts 'chunk' in to where the need to go. If they don't, look at it again before you apply any glue.

In Step 37, if you are building the 'A' (DAK) version, Tamiya provides you with great fitting decals to replicate the white crosses signifying 'water' on the Jerry Cans. Normally I would mask and paint these lines, but the fit and opacity of the decals are perfect.

That's about all I can add about the general build steps. In Step 39, the five figures are assembled and directions are given for paint. The arms are created in such a way as to fit into the shoulder sockets only one way – purposely directing the poses so that they will rest correctly on the hatches and other surfaces. This is brilliant if you are like me and intend to pose them as Tamiya wants. You will have to do a little surgery if you want to do otherwise.

I knew I wanted to depict the DAK version of this kit, but I wanted to make it a darker yellow than the ubiquitous faded German Yellow of all my other desert builds. Something about the iconic black and white Balkenkreuzen (German crosses) against a mustard-yellow background brings back childhood memories of the opening scenes of the movie *Patton* (even though the 'Germans' were depicted riding American M48s!). These days I have settled on Tamiya and AKI Real Color paints, which can be intermixed and used in exactly the same way, AKI's line greatly enhancing the variety of Tamiya colors available.

Note: I thin all Tamiya paint and primer products 50:50 with Gunze Mr. Color Leveling Thinner, which has its own retarder for airbrushing. If you haven't tried it, you should. I use a Pasche-H Single-Action airbrush, Number #3 tip, at 20 lbs. pressure for everything. I use the same thinner for hand-brushing Tamiya paints.

I first created a sticky-board to hold some of the loose parts for painting. Since there is no photo-etch in the kit, I didn't feel it necessary to apply a primer first. Everything else was painted as assembled, using the following steps.

I started with airbrushing a pre-shade coat of Tamiya NATO Black for the sticky board and running gear, Tamiya Dark Iron for the track and track sectional track armor, and Tamiya German Grey (XF-63) along the panel lines and recesses overall.

This was followed with an overall coat of hairspray to assist with chipping later.

Next, I laid down a careful coat of Tamiya Desert Yellow, creeping up on the pre-shade, careful not to cover it all. My sticky board also received everything the tank hull and turret did.

I then applied a filter using thinned Mig Wash Brown Oil paint to tone down the yellow a bit. Since I had used Tamiya paints and enamel/oil weathering products so far, I didn't bother with laying down a glossy coat for the decals – I had a satin sheen on the model already.

Decals went on well using the Micro-Sol/Micro-Set (Blue/Red) decal solutions, although I had to work at getting the red Unit numbers to lay down over the vision slots on the sides of the turret. Poking holes in the decals followed by repeated applications of Micro-Sol (Red) did the trick. Tamiya provides white 'cross' decals for Jerry Cans (identifying them as containing drinking water, not gasoline or diesel fuel), which laid down beautifully, preventing the need to mask and paint these very visible items.

Next, I went over the entire vehicle, dry-brushing Old Holland Warm Sepia Extra, focusing on the barrel, Jerry Cans, wheels, fenders and generally any hard-edge that I could get to.

I then set about painting the wide array of on-board accoutrement that adorns German Mark IVs:

Jack Block – Vallejo Panzer Aces 310 Old Wood treated with AKI Wash for Wood
Fire Extinguisher – Thinned Vallejo Model Color Cavalry Brown 70.918 with Uschi Chrome powder highlights.
Metallic surfaces and Jack – Tamiya Dark Iron treated with Uschi Chrome Powder
Wooden Surfaces – Mix of Vallejo New Wood and Vallejo Buff, treated with Mig Wash Brown Oil Paint
Track and Tow Cable – Tamiya Dark Iron treated with Uschi Chrome Powder
Misc. Bags and packs – Vallejo Panzer Aces 314 Canvas
Hatch pads – Vallejo Panzer Aces 312 Leather Belt
Turret and hatch Interiors – Mission Models Elfinbein

I then dry-brushed the tires and other spots here and there using Mig 502 Abteilung Buff Oil, after allowing the linseed oil to leech out on to a piece of cardboard.

Once satisfied with how everything looked, I airbrushed all the spots that should not be shiny with Mig Ammo's Lucky Ultra-Matt varnish, which leaves surfaces dead-flat straight from the bottle.

I am not a figure painter so my entire approach to painting figures is to get from here to there as quickly as possible, resulting in 'just enough' to pass muster. To that end I use rattlecan Grey Tamiya Primer, an airbrush, and Panzer Putty to paint everything except the faces and arms, following the suggested colors in the instructions. For example, for the pants, once the primer was dry, I masked off the blouse using the putty and held the figure head down and laid down the base color (in this case, Khaki). From that angle, most of the recesses were hit pretty well. I then add a few drops of white to the color cup, and flipped the figure right side up, spraying the lightened shade from top down. This approach, in effect, adds 'darker' paint to the recesses, and 'lighter' paint to the raised surfaces. The Panzer Putty simply helps to set the demarcation line and limits what gets painted and what doesn't, since I start with a completed figure.

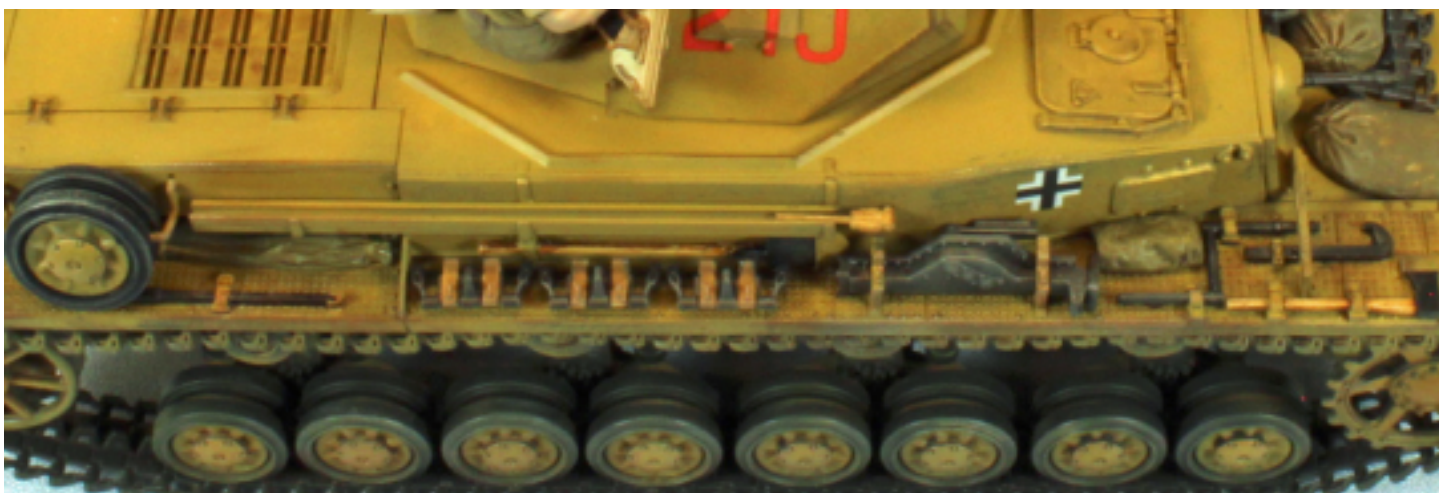
For the arms and faces, I carefully hand-brush the #1 Base color from Andrea's acrylic flesh line, and that's it. Once everything is dry, I apply a thin wash of Mig Dark Wash (aka Burnt Umber) to the entire figure, and then dry-brush Mig 502 Abteilung Buff Oil to pop the highlights. I probably spend less than five minutes on each figure total, and if I can do them in batches, so much the better.

What more can I say about Tamiya kits? There is something for every kind of modeler in each kit; the fit is perfect and the instructions are excellent. I was thrilled with the fit and look of the link-and-length track, the single-part main gun barrel, and the excellent figures included in the box. I literally have no complaints.

I recommend this kit for all modelers; Beginners to Advanced. This is one fun model to build.

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







Blooming May Birthdays

by Scott H. Kruize

Around us see May flowers, all in bloom
Let's gleefully start to shed Pandemic gloom

There's much less need to give each other lots and lots of room
Because no longer must we meet - if at all - on Zoom

Party times resuming now at stadia, beach and bars
While JPL's ingenious new 'AIRcraft' flies on Mars

While busy hands delineate panel lines and ailerons
Our minds note that May birthdays include cultural icons

Fred Astaire and Martha Graham still show us high-class dance
Mary Cassatt and Katharine Hepburn represent romance
To writers, Margaret Fuller and Sir Arthur Conan Doyle
Inspire our own compositional toil
All wonder how far we'd go if we only really tried
To venture smart and curious, like NASA's Sally Ride

Closer to home, more immediately
This May includes two birthdays, each of 70
Unnoticed by Historians...that may be
but they're for Kenneth Murphy, and for me.

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 'car-trunk model sale get-together' at Marymoor Park – the next one will be on 'meeting Saturday' (June 12) from 10 AM through 1:30 PM-ish. He will be sending out a map and announcement on Friday, June 11.