



# Seattle Chapter News

Seattle Chapter IPMS/USA May 2022



## Miniature Fascination!

Miniature Fascination! Cool phrase – but what could it mean to the model community?

As a model builder, I am always fascinated by almost anything miniature...except the wallet every now and then. Ha Ha Ha!

There is something that absolutely fascinates the brain when we see 'small things' that are to scale. Each and every one of us has interests in many different model areas. Some of us like airplanes, some cars or trucks, some sci-fi subjects, space anyone, military things, or maybe nautical themes. That's just the tip of the iceberg in scale things that are all over this great planet Earth.

A lot of you good folks know that over the years I have migrated my major interests to wheeled/truck models and mostly in 1/25th scale. How to describe the fun and imagination in building a kit truck or modifying it to suit my 'what-if' brain thoughts. A lot of your subjects are also similar in thoughts.

We are not governed by punishable laws (that I know of) governing what materials we use (although most of us do use styrene), what decals, what colors, or any 'required' time schedule to complete the model. The biggest 'required' time element I know of concerns a model review or if you want your model to be in a contest.

The common thread that stitches us altogether though, is we deal in miniature scale subjects. We may be heavy in group meetings and participation, or we may be more isolated due to distance or time to get together with other miniature scale enthusiasts.

It does not matter. The binding glue is that when we either have time to share, or invade electronic airwaves such as E-mail, YouTube, Facebook, like minded groups (IPMS, Sci-Fi, Museum etc...), our mind focuses on the incredible miniature scale 'things' we see and read about. It could be as simple as reading books on scale models, magazines, or seeing pictures.

I always see so many different scale things from all over the world. A lot are outside my interest area-but the fact it is miniature stops and focuses my brain in the WOW!, AWESOME!, INCREDIBLE!, FANTASTIC!, UNBEILIEVABLE! and so forth area of the brain.

When I see stuff like even miniature Bonsai trees – my brain does a double take. Have you ever seen some of the carvings a guy does using the tip of a lead pencil? See - if it is something to scale – my brain just wants to drink it all in. How about dioramas? Aren't they incredible to tell a story that we can 'visualize' in our mind? Don't even get me started on the incredible folks who add motors, sounds and lights to scale models.

Ever see models from other states or countries, let's say on YouTube, and you can find no words to the incredible display of like-minded modelers you have never and possible will never meet. Yet you feel connected.

How about things like Radio Control models. How about a company scale mock-up of a machine, car, or airplane they may be pursuing in real life? Again – the miniature fascination is non-stop.

The best part though. YOU! Never stop sharing or participating when you can to share your models. No! – it does not have to be completed yet to share with others. I love going to meetings and shows and drooling mentally just seeing your great stuff. Remember - when you share – you also inspire others of all ages!

Miniature Fascination! A very good 'medicine' that can go around the globe. One more positive thing we can help spread to so many good people everywhere together.

Okay now. Get out the glue and paint: On your mark! Get set!...build and share!

*John DeRosia*

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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 2022 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center 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.

**May 14**  
**July 9**

**June 11**  
**August 13**

IPMS/USA MEMBERSHIP FORM			
IPMS No.: _____		Name: _____	
Address: _____			
City: _____		State: _____ Zip: _____	
Phone: _____		E-mail: _____	
Signature (Required by HQ): _____			
Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior Under 18 Years \$17		<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____	
<input type="checkbox"/> Canada & Mexico: \$35		<input type="checkbox"/> Other / Foreign: \$38 (Surfold) - Checks must be drawn on a US bank or international money order	
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order			
Chapter Affiliation, (if any): _____			
If Recommended by an IPMS Member, Please List His / Her Name and Member Number: _____			
Name: _____		IPMS No.: _____	
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## John Cate: Master Balsa Butcher (who'd a known?)

by Scott H. Kruize

Long-time IPMS Seattle member John Cate passed away on February 19 at age 71 from Glioblastoma brain cancer, which he had battled for the previous two years.

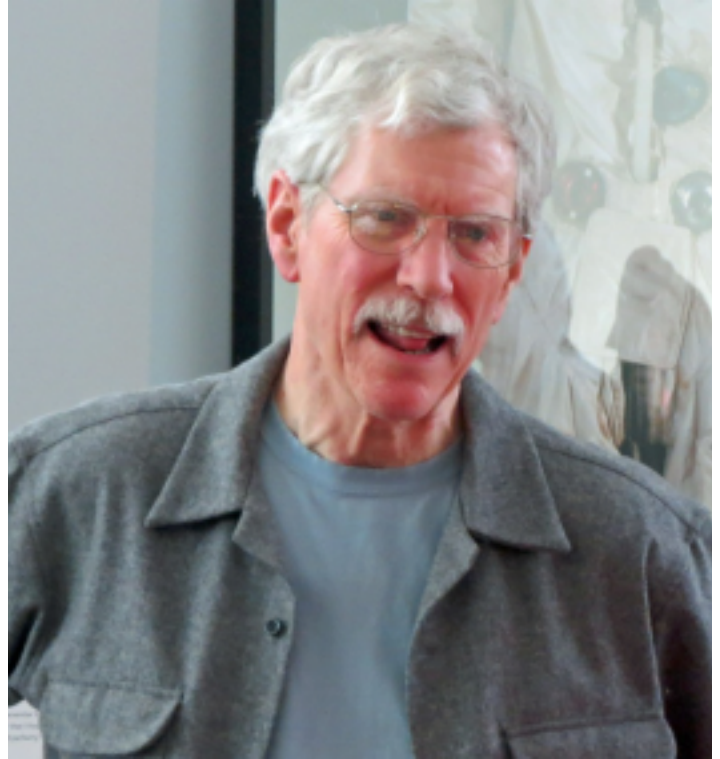
John was everything that we wanted to see in a fellow club member. He attended meetings regularly, built, brought his builds to the Show-&-Tell table, told us a reasonable amount of detail about them, including what problems he encountered with a particular kit or technique. He carefully looked over everyone else's table entries, and commented appropriately, often with "Good job!". He volunteered for many years as a host at our IPMS Seattle Spring Show.

I can't say we were on any closer terms than that, and once not long ago, we had a bit of contretemps. He picked up one of my builds without so much as a 'by-your-leave' and tapped it to test the landing gear's sturdiness, as constructed. It held, but since it may not have, I mildly remonstrated. He apologized, and we got along fine ever since.

I have something to reveal about his modeling which I don't think most of you know. He dabbled in balsa flying models. Yes indeed! I don't recall him ever bringing any of his 'balsa butchering' efforts to the Show-&-Tell tables, or even saying anything about it, but I have cold hard proof in my hands of his abilities now. His wife Liz wanted his balsa modeling efforts to go to someone who would appreciate it, and Morgan Girling therefore gathered it all up and gave it to me.

Look at this, modeling fans! Just one sample of John's efforts, but a good one: it's for a de Havilland Tiger Moth. 17-inch span, for rubber-powered Free Flight, under tissue covering. Built from a modern kit, which can be told because the parts were laser-cut and labeled. I don't have instructions or plans, so don't know the manufacturer. What I do know: John's build of it shows high skill. Everything is neatly and perfectly aligned and assembled, glued up with no mess or excess. I hope that my final assembly, covering, and finishing, will do justice to his assembly work...and I intend to fly it.

It appears that we may not always know of our colleagues' varied talents and interests. All the more reason for us to appreciate each other's efforts, and cultivate our modeling comradery!





## RIP, Warwick Wright

by Tim Nelson

On April 10, 2022, this corner of North America lost an exceptional modeler and first rate human being with the passing of Warwick Wright. His depth of knowledge, tremendous skill, finely honed organizational talents, and genteel manner will be greatly missed.

A native of South Africa and recent retiree of the Vancouver, B.C. Police Department, Warwick was a longtime member of and major contributor to our sister club, IPMS Vancouver. He served as club President, Vancouver Fall Show Chair, and general guiding light of the club over many years. He was a discerning judge who brought a keen eye to the contest table, including the IPMS/USA Nationals. Warwick was a stalwart supporter of our IPMS Spring Show and the NorthWest Scale Modelers Show each year. You could generally count on him at the IPMS/USA Nationals, always traveling by car, with his models lovingly protected - often packed in a cooler to combat the heat.

As a modeler, he was among the best of this region - anywhere, really - and frequent award winner at all levels. Warwick's approach to modeling was quite deliberate, and he was highly competitive. He famously and proudly maintained no stash - his philosophy was buy it and build it. And his builds, specializing in aircraft of various genres, were uncompromising and flawless.

Most importantly, Warwick was a great friend who loved the camaraderie of the hobby. IPMS Vancouver plans to name a Fall Show trophy in Warwick's honor in the future.

Rest in Peace, good sir... —



## Warwick Memory Bit

by Scott H. Kruize

I don't doubt that we all share similar impressions about Warwick and our loss of him. As did most of us, I saw him when he came to our own Contest-&-Show, and when I went up there to see Vancouver's.

At such times, he'd look over my models. He never indicated any negative opinion of them, even though it was obvious that I would never approach his skill and ability. Certainly, there was never any doubt why his models - never mine! - invariably won not just First Place in their Category, but often multiple awards, right up to Best of Show.

I also don't need to reiterate what a nice guy he was, but I offer here a concrete confirmation from an experience I had with him. A few years back, I lost my regular 9-to-5 job and its reasonably good pay. (The business failed specifically due to bad decisions by the owner...no fault of the IT Department!) Anyway, in the interim before I got another job, and my consulting income came in irregularly in small dabs and dabs, I rode up to the Vancouver show. I certainly didn't want to miss it, but felt I could spend very little there. The \$10 fee I'd pay them would be next-to-all I felt I could afford 'blowing' in the Vendor Room. Warwick was President at the time, and after I started to give him an explanation of my circumstances, he waved me in without having me pay the entry fee. He's one of those people that thinks we're all built-in friends to each other, and it's way more important that we get along and enjoy our modeling, than that we quibble about every penny. So I spent that \$10, and just a little bit more, in the Vendor Room there, and by so doing, felt more than a bit less 'poor' because of my current circumstances.



OK, it's a little thing. But it's one clear, if small, factor in my mourning of his loss. I extend my condolences to all his friends-and-relations, considering myself one such...and hope that the rest of us will follow his example of being good to each other.





## A Swedish Mustang: Building Arma Hobby's 1/72nd Scale P-51B Mustang

by Chris Banyai-Riepl

This is the story of that one project that has followed me, taunted me, annoyed me, for literally decades. It all started all the way back in the late 70s/early 80s, when as a child I discovered an inordinate fascination with the Swedish Air Force. This interest was fueled by Heller, who had come out with 1/72nd (my scale of choice) kits of a whole slew of classic Saab aircraft, including my favorite aircraft: the Saab J-35 Draken. These Saab aircraft kindled my interest, but once I started looking into the Swedish Air Force, it wasn't long before I found other, more common aircraft that wore the three crowns.

Enter the P-51 Mustang. At the time, references were slim, and the Internet was decades away from being relevant, but I managed to come across a photo of a Swedish P-51B. My interest skyrocketed, and with a Monogram 1/72 P-51B on my bench, it was a no brainer to try and build up this unique aircraft. The photo I had was poorly printed and not very clear, but I did my 11-year-old best to figure it out. I painted the kit in olive drab and neutral gray (standard USAAC colors) and attempted to use the Heller decals I had stockpiled. Unfortunately, it was with those that I was let down, as they didn't work well and ended up not being the right size anyway. So, project shelved as quickly as it started, as only a child modeler can do.

Take two came years and years later. This time, things seemed to be lining up right. We're now into the late 1990s, the Internet is just starting to flourish, and Revell Germany has just released a new-tool P-51B Mustang. This kit has it all, with recessed panel lines, a nice interior, and overall was a big step up from the old Monogram kit. Likewise, my interest in Swedish markings had been fueled by aftermarket companies, with Flying Colors creating decal sheets for both the Swedish national insignia and the unique Swedish code letter/number typeface in both white and yellow. So, I returned to the goal of building this plane.

At this point, the research material helped me immensely. Bjorn Karlstrom's books on Swedish aircraft, plus better color research, gave me far more information on this P-51B, so I was set.

Second time around, filled in the guns on the wings (they were removed), chose the correct dark green and blue gray colors, and everything seemed to fall into place. Until once again, the decals let me down. The yellows of the roundels and the numbers didn't match, and nothing seemed to go right in their application either. So, once again, the whole project went back on the shelf, not done but never forgotten.

Fast forward another twenty-odd years, and once again the stars seemed to align. This time, it started with the decals. A company out of Sweden, Moose Republic Decals, came out with far too many (for my budget) and far too few (for my interest) decal sheets dedicated to Swedish subjects, including the P-51B Mustang. This sheet included not only the scheme I've been trying to build for decades, but it also provided the markings for both of the interned P-51Bs that landed in Sweden (along with a few P-51Ds, just for added benefit).

With the decals printed by Cartograf and the research absolute top notch, the markings were finally all set.

The second part was the release of the Arma Hobby 1/72nd P-51B Mustang kit. It only took one look at the plastic in the box and I knew that the time was now.

This project was going to happen, as this kit had the looks of being one of the best out there, bar none. Amazing detail throughout, and finally a wheel well that actually looks like you retract the landing gear into it.



The research Arma put into this kit is superb, and the result is a kit that won't need any aftermarket to become a showstopper. So, with all these pieces in place, I decided to run some timers and see just how long it takes to build this thing up. So, here we go.

After chopping a bunch of parts out and doing some quick test fitting, I soon recognized that this was going to be a painter's model. The fit was as close to perfect as possible, leaving the majority of work to the painting and finishing, and kicking that job off was all the interior parts. For the interior, you'd expect cockpit details, but this kit has a lot more than that. There's tailwheel inserts and radiator details that just take things to the next level. For the first time in a very long while I had to figure out how to mask the insides of a fuselage to paint it different colors. Luckily, the instructions have very clear painting instructions, which helped immensely.

On the cockpit itself, this is the first Mustang kit I've seen that not only has separate boxes for behind the seat, but the instructions document several different layout orientations for these boxes and which decal scheme gets which layout. This is great for building the out-of-the-box schemes, but I had the challenge of trying to figure out which setup Z-Hub (the interned P-51B) had. Also, the kit comes with two types of seats, a Warren-McArthur type and a Schick-Johnson type. Luckily, newer research on Swedish Mustangs gave me enough information to figure all of that out, and after getting the right seat and box layout set right, painting followed.



Most of the cockpit is interior green, but there's lots of black parts as well, and the instructions clearly mark that out. What's really nice, though, is the decals for the interior. In fact, counting them all up I applied around three times as many decals in the cockpit than I did on the exterior. That, coupled with a bit of weathering, and I was left with a superb interior, one I'd be proud to show off through an open cockpit. Which is something this kit allows, and I believe is the first P-51B that had that option out of the box. The interior isn't done, though, as next up is everything that isn't the cockpit. The tailwheel well has two separate inserts for added detail, which looks good in the fuselage halves but is all but invisible once the fuselage is together.

The biggest difference between this and other Mustang kits is the radiator innards. The under-wing radiator on the Mustang has always been a challenging area to mold for kit makers, and the way Arma engineered this area has all but eliminated the problematic seams in this area. It also includes the radiator, which can be seen from the back if you have the back flap fully open. There are two photoetch parts as well for the front face of the radiator and oil cooler, but no matter how much I maneuver the finished model, I cannot see the radiator PE grill and only barely see the oil cooler front. So if you wish to save those parts for some other project, it's probably safe to do so.

With all that interior stuff assembled, painted, decaled, and weathered, you can button up the fuselage and move on to the wings. So far, I've assembled 32 parts, used six different colors, and applied 37 separate decals. At this point, half of the kit parts are together, so the remaining work should go fast, or at least one would think. But, once again the high level of detail gives you more painting and masking in the wheel well. The separate wing spar and center divider get a coat of interior yellow, while the rest is silver (although the instructions suggest painting the stringers interior yellow as well). In a departure from the kit instructions, I did not use the wing guns, as the



Swedish aircraft had its guns removed and faired over. After far more painting time than assembly time, the wings are together and things really start to speed up.

Once again, the engineering of Arma Hobby shows up here, as the wings are complete upper and lower halves, ensuring the proper dihedral. A similar treatment is given to the stabilizer, which is one piece (two are provided: one standard and one with the fillet). The assembly instructions have the wings and tailplanes added in the same step, but the order makes a difference. I went with the tailplanes first and then the wing, and only after everything was together did I notice that the stabilizers were slightly off in alignment. Had I put the wings on first, and then the stabilizer piece, I would have had a clearer reference. It was a simple matter to gently bend them into the proper position, though, and after adding the chin scoop, radiator scoop front, and the two cowl side inserts (three options are included), I was ready for some masking.

The kit includes a set of masks, so I started out by masking the windscreen and rear side windows prior to gluing them in place. Unfortunately, as others have noted about this kit, these masks are the weakest link, with not nearly enough adhesive. As a result they did not stay in place easily, even with repeated burnishing. Still, I made the best of it, and after masking them off I glued them in place. A quick airbrushing of interior green over those parts to provide the inside color, and I was set to paint the rest of the model.

As I had noted, new color research has clarified the colors used on the Swedish P-51B, which works out to where RLM 65 and FS 34079 are very close matches for the underside and topside colors, respectively. So I grabbed my Vallejo ModelAir paints and in no time at all I had the model painted up. I masked off the exposed flap and radiator scoop sections and painted them silver, and painted the spinner white. A gloss coat and this model was ready for decals on the outside.

The Moose Republic decal sheet is superb, with outstanding research and high-quality decal printing by Cartograf. As the first J 26 in Swedish service, it was given the serial 26001, which was painted in white on the rear fuselage. The Swedish roundels were in all the usual spots, and the F 16 wing number was on the fuselage behind the roundel. Finally, there is a white D on the tail. It is uncertain but likely that stenciling was minimal, at least initially (as P-51Ds were added to the Swedish Air Force later, common stenciling might have been added). For the first time in all my attempts at building this plane, the decals did not let me down and I finally had successfully decaled a Swedish P-51B.

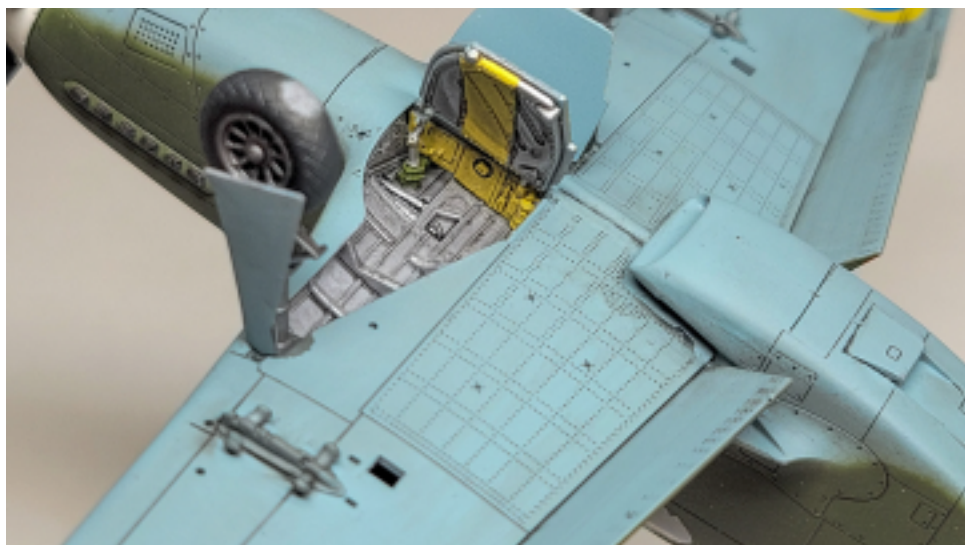
The final steps included giving the model a panel line wash with AK Interactive panel liners (first time using this product, and I was impressed with how easy it was), do some detail painting here and there, and add the final pieces. These included the landing gear and gear doors (easily the best detailed I've seen in this scale), the exhaust pipes, propeller, and open canopy pieces. The latter were challenging to finish, as I had to reuse the canopy masks to paint the interior and exterior framing. With some careful burnishing, though, they turned out just fine. Some final detail painting that included the wing lights and at long last I could add 26001 to my shelves.

Back at the beginning, I mentioned that I ran some timers on building this model, and the final results paint an interesting picture (pun intended). The total time spent on the build, start to finish, was 20 hours, 24 minutes. Three and a half hours were spent airbrushing, almost three hours of decaling, and about an hour and a quarter each for general detail painting and masking. With an hour of weathering, almost half of the total project time was spent on painting and finishing. Given the excellent engineering of this kit and incredible detailing, this is not a surprise, and it was a thoroughly enjoyable build as well.

Having built many a P-51B over the years (mostly Hasegawa kits), I had thought that after this Swedish one was built I'd be done with the B model. But the enjoyment of this kit has me rethinking that and searching out some new marking potential for the kit. As the Arma Hobby kit comes with the reconnaissance F-6C option, I can see one or two of those making their way onto the workbench as well. My thanks to Arma Hobby for both the review kit and for producing the model in the first place. I am really looking forward to their new releases (which they just announced a new-tool 1/72nd Ki-84 Hayate, so time to dig out those Japanese references!).

*[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use his article. - ED]*





## Gallery 1/16th Scale StuG.III Ausf.G

by David Dodge

Wow, was it Christmas or what? This is a smaller armored vehicle in the big picture of things, but there is no doubt it is a big kit, and it is stuffed with sprues. The box is 22" by 13-3/4" by 5-5/8". Nope it is not going to fit in the mailbox. There is a single hull piece with 141 sprues (95 of which are the 190 track blocks in a separate bag bundled in the hull along with the track components), So a rough sprue parts count drives this number up to over 1,105 individual parts. Also included are the side skirts, clear parts and the copper tow cable and PE parts. Also included is an optional metal gun barrel.

So, if you thought because it's bigger means less parts your build experience will be just like a well contented 1/35th kit. Nope not a snap-tite kit for sure. However, because the parts are larger, the detail is well executed and crisp with almost no flash whatsoever. The sprue gates and risers are larger so there will be more cleanup



The instruction booklet is 28 pages and includes a parts map. There is very little language, (English or Chinese) consisting of assembly quantities so you know how many need to be built, but little else. There are arrows that show build progression and appear to be pretty useful.

There is a separate color insert that shows four color schemes and decal placement, however only two have top views and rear views, so some creativity will be required. There are color callouts for six paint lines, Mr Hobby/Acrsion/Vallejo/Model Master/Tamiya/Humbrol. Not all are complete however, so another opportunity to be creative or fallback on your standards.

Things to consider before building:

You are going to need some space to lay everything out as there are a lot of sprues. I used a stepped wire spice rack flipped upside down to hold sprues vertical. That helps with space management.

Sanding sticks and files will be your clean-up friends, a sharp X-Acto knife will be useful in conjunction with a "God Hand" trimmer. There is a lot of seam area, and a generous volume of Tamiya White Top liquid cement gives you better volume than Green top/Yellow top cement. Testors black label bottle with the needle applicator may or may not be available, but an equivalent might be available for assembly. I alternated and used both for what I thought would be appropriate based on the type of seam. You want an adequate seam as everything is larger than on a 1/35th kit, and some assemblies actually weigh a bit.

A bar spreader clamp was useful for clamping. Hand clamping was useful, depending on what it was that was being held together. Surface area. Painting will require a lot of it for priming and painting. If mixing, you will need a lot.

This scale is like the jump from 1/72nd to 1/32nd. It is still an armor kit but just bigger. Try not to lose parts; I had to fabricate a hinge that I lost. Be careful as your parts box is probably not up to the task of a 1/16th kit.

**Lower Hull and Suspension:** The construction of the lower hull and suspension is made easier since the hull is one piece, all external and internal (torsion bar mounts) are molded into the part. Since this is a key structural part, it made sense and is the base piece for all subsequent major assemblies, (fenders, fighting compartment, engine deck).

Steps 1, 2, and 3 are pretty straightforward for assembly of the suspension components. The parts fit snugly into the mounting holes in the hull. Steps 4-7 cover round things - the road wheels, return rollers, sprockets and Idlers. All are assembled with a polymer insert, so you could finish them off vehicle as the rollers and road wheels have separate "tire" sections in black styrene. You have options on when to assemble them to the hull. The arms that the shocks attach to, once mounted, will make the arm rigid as the shock is fixed and will not telescope, making position 1 and 6 on both sides fixed as the torsion bars won't move.

The track tension assembly (Step 9) is what the idler wheel is mounted to, this assembly consists of ten parts and is built up and then glued to the rear hull. There are mounting holes and if you built the assembly correctly, it should fit with no issues, if not you may have

some remediation. On the right side assembly I had some fitment issues and had to file the hull to get the part to line up with the holes. (R/S Assy Parts. G35,G34,G10, F2, G12 G29,G15,G13,G37, G5) Use plenty of glue as this assembly holds the idler wheel which will hold the track under tension.

Step 10 is simple, but the items you glue here are what the top and back deck mount to as well as the fenders (G1 and G50) the S and N parts are for mounting the fenders and despite the way things look, everything lines up and works. Use adequate glue as these are like structural parts.

Step 11 is the rear hull, exhausts and vents and hull access panels. Pretty easy.

Step 12 is the upper glacis plate and has the two access hatches to drive gear and the headlight then goes onto the front of the hull. I assembled according to the instructions and it looked wrong. The hinges do not protrude above the deck. So I don't know if I did something wrong, or it is not right. I can't fix it now that everything is assembled. If I had spotted this earlier I might have real hinges showing versus something that looks upside down. The hinges on the engine deck look right.

Upper Hull and Decks: Since this is a Stug, there is no turret. The upper hull section (crew compartment) is molded in one piece as is the top front deck (gearbox compartment) and the rear engine deck. Steps 14, 15 and 16, cover the fenders, and there are a lot of things that go on those, all the tools and tow cables go on before mounting the fenders to the hull. You can modify this step as you want to and paint and mount the tools after the fenders are mounted. If you plan on mounting the armored skirts there are mounting brackets that you will have to work around to mount the tools, so read ahead and evaluate your options. I followed the build sequence but it was tough to paint the gear trying to maneuver paintbrushes around the brackets and other gear – as an example, the axe on the right is behind the jack and under the hand crank. The tow cables are about 5mm too long as it folds outside the envelope of the fender. I went with 265mm and had to bend and route to keep most of it on the fender. Part G43 and U35 are part of the fender mounting system but has the part with knockout pin holes that need to be filled as those are not under the fender but show outwards to the hull in front.

Step 13 (Pg 11) shows three PE parts being folded or bent, part PE-A12 has a hole in the bottom that the shovel and other locator pins go through. The combination of PE-A7 and PE-A13 are supposed to be bent and linked together to create a linkage that clamps the tool down to the fender and PE-A12. Even though this is a 1/16th scale kit, these parts all together are nearly impossible to manipulate, clamp, or glue as a unit. In the end I just glued it to look like a clamp over the parts. This seriously could have been molded in plastic or at least been given an assembly jig.

Steps 17-19 are for assembling the cannon and gun mounts. The first choice you need to make is turned aluminum or plastic. To be fair, the plastic part doesn't require assembly it's molded as one piece, and naturally it's big. Most of the gun mount assembly is straight forward but in #17 when gluing R12 and R13 together wait a bit to add Q7 as the items N13, U16 and U17 need to glue to the top of N17 in the cutout that is facing to the rear with N12 facing forward as this will mount to the back of Q9. U15 mounts as one unit to N17 on the bottom, notches also face to rear. Then glue on Q7 - look ahead to step 19 as that drawing shows the mount assembled onto Q9 and this will help with orientation of parts. N13 needs to be





glued with intent as that joint will hold the weight of the entire gun tube. Let it dry thoroughly and make sure the semi parallel alignment is maintained. On my assembly, the pins on N13 almost perfectly aligned with the holes on Q9. So fit and finish on this assembly was quite nice, everything fit well here.

Step 20 is basic stuff. Part P2 is the superstructure but the views show that R1 is mounted and that doesn't happen until step 23. Step 21 is where you mount the cannon. Part U27 looks like it won't support the assembly, it does, but don't yank it around and it will be fine. If you are not sure you could reinforce it with some Evergreen structural shaped pieces. Make sure the basic part gets a good bit of glue. All of the cannon weight rests on this part. The Part P2 is a bit narrow and the cannon mount is a tight fit. I used a file to widen the gap enough to insert and glue the cannon assembly. I left enough friction to counter balance the cannon weight and you can position it to any attitude you went. I thought this was somewhat odd since almost everything fits pretty nicely, but it ended up being useful for a bit of triteness.

All the items in Step 23 and 24 were added after the superstructure was glued to the hull. I went out of sequence as this is a big part and a lot of parts would make it difficult to make adjustments in clamping and alignment of the part onto the hull. I was glad I did as the part did not fit well and I had to trim some of the fender that goes under the sponson. This was just enough to keep it from sitting onto the hull without interference. In test fitting the back deck (step 29), the locating slots were too high and the front would not connect with the hull. The glue joint was essentially a wedge and did not connect. I filed the locator slot bottom down so the engine deck would sit on the hull edge level with no gap showing. I could have just cut the tabs off of the deck, but decided that these helped to connect and went with that. The instructions show the upper parts being glued onto the hull in step 30. I wasn't comfortable with trying to handle this large an assembly with all the smaller items glued onto them already. Nightmares of shearing off parts while trying to align to the hull. You may have better luck, but I am glad I found the fit issues first with my sequence adjustment as that assembly would be very large to finesse it onto the hull with everything attached. This also affected how I painted everything, which I will address later.

The stowage rack on the back deck is all photo-etch. As big as this kit is, you would think that it could have been done with a sprue, but I think this was probably a cost reducing measure. The side horizontal parts were a bit short, but I wiggled things around on the uprights to get it to fit, but it was tight. Because the rack frame sticks up from the deck so high, in attaching other parts, I kept bumping them and knocking it loose so all the uprights were re glued at least once. If you use CA glue to assemble the PE, hit it with an accelerator to get it to set it quickly, this makes it easier to assemble the uprights first and then the side rails.

The last step in the instructions is the side skirts. There are six pieces per side. Four front, rear, and center sections with two half sections that cover the middle sections as an additional armor thickness. The skirts have holes punched on the center of the plates and notches that correspond to the mounting brackets. Generally everything aligns appropriately, however the front skirts are a bit wonky on the upper notch, like it's too short. I was using 5 Minute Epoxy to fasten them and that kept things tight. Your options might be different. The skirt material seemed to be styrene, but once it hit air after being in a plastic sleeve, it seemed to curl a bit. After priming and painting it with Dunkelgelb, I heated the sheets up and flattened them under some weight and it reduced the curve a bit. Upon final painting of camo, things didn't align perfectly, but this also wasn't a characteristic of the actual vehicle. So skirts being off a bit wasn't unusual, as well as missing skirts was not uncommon. You have a lot of room with these to depict what you want.

The Track: Everyone hates having to assemble individual track links as this means a lot of work. This step is no exception, lots of repetitive work here. However the track blocks are single piece and the pin holes are slide molded and very accurate. The blocks were molded two to a sprue, I cut and trimmed the blocks and made sure they fit and rotated and then took the track pin and assembled them together. You can do this by hand if you push the pin in a small section at a time. If they don't slide, easily check the track block to see if you got the sprue junk cleaned adequately. I just fit them by hand carefully as the pins bend easily, I broke several off while inserting and had to fit the broken part after I straightened them out. The center guides have a locator pin that goes into a slot on the block and a flat spot. Both ends need glue and expect to knock them off every so often. That will let you know you didn't use enough glue. I built ten-block sections with the pins first and then attached the center guides.

I built three ten-Block sections as it requires 91 blocks per side. Having 91 blocks in one long track string makes it easy to paint and weather, the blocks are relatively robust and I made two rolls



to save space. You will knock some center guides off, just glue em back on. I actually added one more block for 92 to add a bit of track sag. If you leave the skirts off this looks nice.

**Painting and Finish:** I approached this kit differently than I usually do, which is build everything, hit it with primer then camo and weather and detail after the kit is built. This went together differently. I built the hull and running gear as a separate assembly and then the upper hull and superstructure, so I hit the hull and running gear with Krylon Grey primer. This was followed by spraying the road wheels and return rollers with Krylon Black Primer.

Those were then hit with Hairspray before painting with Mission Models Dunkelgelb (MMP 011). The hull with fenders attached got the Mission Models Dunkelgelb coating prior to attaching the superstructure and engine deck. I then masked off the fenders and lower hull before hitting the upper assemblies with Krylon Grey Primer. Once the primer set, I took off the masking and shot Dunkelgelb for coverage and catching thin areas on the lower hull. I also sprayed the road wheels and return rollers to cover the hairspray in prep for finishing the rubber portions.

I chose a color scheme that was for a Stug in Normandy 1944 which had an Olivgrun (MMP-009) and Rotbraun (MM-P012) pattern. This pattern also had more decals. I wanted more variety visually from this build. I got a bit heavy handed and ended up spraying much wider bands than I wanted, but it looks reasonable. I used a flow aid and drying retarder when spraying to keep this paint flowing as I expected to be painting for long periods of time due to the area. I had to go back and clean up some runs when I hit some areas a bit too hard.

**Decals:** The decals were pretty basic. The Balkan Cross had flash around it that I cut away. The numbers had one big flash coating covering the letters and would have been a huge area to silver over time, so I trimmed each number individually and placed each one and aligned them. They were relatively thick and adhered pretty well. Once placed I covered them with Micro Set to adhere them a bit better. I then coated them with Mission Models Clear Primer (MMS007).

**Details:** There is not a large variety of extra add-ons in the market. Value Gear has boxes, bundles and stuff for the back deck and the 1/16th scale stuff starts around \$25. There are not enough track blocks in the kit to apply as additional armor. Yes, be creative. This will probably change over time.

Most standard weathering techniques work, just a lot more physical area you have to deal with. You may have to modulate some things because the physical size will affect how light is reflected

This is an interesting kit. I have never built this big an armor kit. I had a shot at the Tamiya 1/25th Centurion in the '70s but that is not a big difference from a 1/35th kit. This is a larger jump and it shows, you need more paint, glue, and space to stage and assemble stuff.

Shout out a thank you to MRC, for providing this Stug III kit. They have announced a Panzer III tank Ausf J, L, M in 1/16th scale (Fine Scale Modeler May/June 2022), so some of the build might still apply to those. I had fun building this kit and the market is starting to issue aftermarket items, which will help later in making dioramas in this scale.



## Ammo by Mig Night Blue and Red Magma Cements

by Bob LaBouy

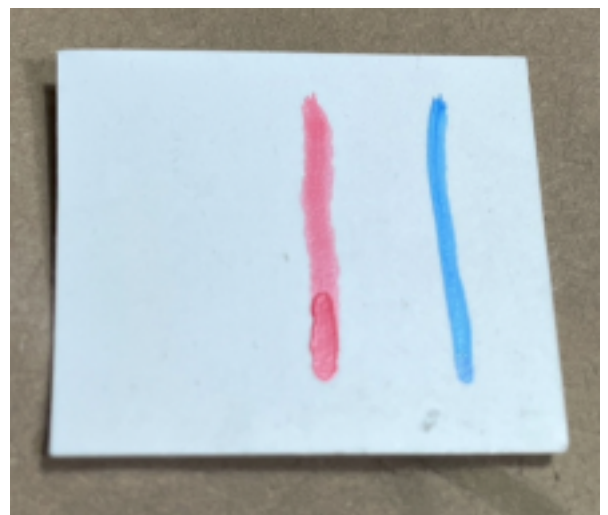
The constant ingenuity of our modeling industry never ceases to amaze me—such is the case of colored model glue. This is a novel approach which will provide a solution to an issue that many of us did not know existed.

Ammo by Mig's statement provides the following information:

“Hold the parts together, apply the cement to the joint and allow it draw itself into the gap by capillary action. Its red [or blue] colour stands out against the plastic surface, clearly showing where it is being applied. This also allows you to be sure the entire joint is covered and will facilitate the sanding process. Completely dries in 10 minutes.”

Both glues (or cements) work very well and are comparable to those I often use from Tamiya. They seem to dry very fast, as I held them together for roughly a minute and they bond quite well. This is in addition to their red or blue colors, which show up against most of the plastics encountered. They also demonstrate their capillary action or ability to follow seam lines. As you can see from my very amateurish photos, the blue and or red cement are highly visible against the white plastic stock. I have been using these colored cements for several days now and am impressed with them. I highly recommend them to other modelers.

Thanks to AMMO by MIG for the review sample.





## JD's Model Truck Tips No. 003

by John DeRosia

Do you ever need treadplates for a model project but don't have the styrene plastic version? Just need a few steps here and there on your rig?

Use some of those plastic straps that come with 'heavy' items that circle a cardboard box. They make perfect treadplates. (See Figure #1)

I cut the straight pieces and then reduce them in size as I need them. I cut all of mine with scissors. I then use superglue to glue them to the model. When dry I paint them silver, aluminum etc. Easy! No extra expense needed to get me some good treadplate material.

They also look good on your models! (See Figure #2)



Figure # 2



**Oregon Mid-Valley Modelers**

**Present:**

## **SUMMER FUN '22 SWAP MEET AND CONTEST**



# **MODEL KIT SWAP MEET and PEOPLE'S CHOICE MODEL CONTEST**

**WHEN — Saturday, June 25, 2022 — 10am–3pm**

**WHERE — Albany VFW Post #584, 1469 Timber St SE, Albany, Oregon**



### **\* SWAP MEET \***

The fee is \$10 per vendor, which gets you up to a 10x10' space in the large open courtyard area outside the VFW Hall. You need to bring your own tables and chairs, and up to a 10x10' canopy if desired. Sellers may come as early as 8:30 to set up. This is an **OUTDOOR** event, so plan accordingly: even in late June it can still rain. To register, contact Colin Harmsworth: (971) 304-5395 or harm1730@msn.com.

### **\* CONTEST \***

This is really simple: a People's Choice voting contest, set up on tables under canopies. There's no fee to enter, and anyone may vote: buyers, sellers, entrants, and passers-by. To keep things simple, there are only two categories, Military and Civilian, with 1st, 2nd and 3rd prizes for each. The rules are: if it's armed or armored, it's "military"; otherwise it's "civilian." Note: In the event of bad weather, especially heavy rain or high wind, we may have to limit the contest.



### **THIS EVENT IS A BENEFIT TO THE VFW POST THAT HOSTS US**

The vendor fees will be used cover awards, with the balance being donated to the Post. All food and beverage purchases go directly to the Post. Food and beverages will be available for purchase from the VFW, starting at approximately noon.

**For More Info: [www.facebook.com/groups/MidValleyModelers](https://www.facebook.com/groups/MidValleyModelers)**



# **Model Kit Swap Meet and Social Event**



**Sat., July 30th  
10:00 AM - 3:00PM**

**At: Oregon Stamp Society  
4828 NE 33rd Ave,  
Portland, OR, 97211**

## **FOOD AND BEVERAGES PROVIDED**

- Military
- After Market
- Cars
- Ships
- Sci-Fi
- Figures

**For tabling info contact Bill Chilstrom at:  
[bchilstrom1@gmail.com](mailto:bchilstrom1@gmail.com)**



## Year Not Enough for Nerd to 'Get' Hot Cars!

by Scott H. Kruize

In June last year, I submitted a piece about hot cars, lovingly described in the "Beach Boys Greatest Hits" CD. I was far too nerdly back in high school - and remain so to this day - to even begin to comprehend lust for all them high-performance high-test-gasoline-powered 'dream machines'. I had to lean on Will Perry, who's way more 'with it' than I can ever hope to be. He always did know about cars and motorcycles and racing them around and being cool.

He told me the Beach Boys' songs were probably based on seeing all that impressively powerful metal cruising the roads of California...that they longed to own with little hope, before becoming such a worldwide monster-smash-hit rock band. Anyway, that article was written with Will's help, and some Web sources that help to explain the lyrics, and things in them, such as what is a 'Big Stick Daddy'.

I admitted in that article that I didn't know what a '409' was, or why all young American men - not just Californians - got so inspired to work hard to 'save my pennies and save my dimes'. But by happenstance, not long after I submitted that article for our newsletter, REMINISCE magazine printed a short one-page article under its 'Back In Time' and 'Classic Cars' motifs. Entitled 'Chevy's Fine 409 Revs Up Drivers', it illustrates and explains the Chevrolet 1962 BelAir. I quote: 'The 409 was Chevy's first V-8 engine with more than 400 cubic inches of displacement. Over the course of its production run it was tuned to generate a maximum of 425 horsepower in stock form...' but that's in the hands of ordinary drivers. Apparently professionals who raced the thing got WAY more out of it. Further, General Motors 'banned factory support for racing in 1963' but the article said it had already developed its 'next big block engine, the 396, which replaced the 409 in 1965.'

Then there was reference to a song I don't remember now, but Chevrolet 'had Paul Revere and the Raiders record 'SS 396'.'

So now I know what the '409' was. Its appearance doesn't stand out. Should you car modelers/car enthusiasts somehow manage to preserve and/or restore one - which didn't get completely worn out showing off its muscles on street or racetrack - and I saw one cruising down the road like an ordinary car, not hurtling through our space-time continuum with its accelerator pedal jammed to the floor, I wouldn't give it a second glance. What a hopeless wussie...I still sing along with the Beach Boys' song, as I play the CD from time to time, but remain clueless why an automobile would be addressed as if it were a horsie:

Giddyup, Giddyup, Giddyup 409!



CHEVY'S 'FINE' 409 REVS UP DRIVERS

## Value Gear Scale Model Details 1/35th Scale Sherman Set #16

by Blaine Singleton

Value Gear is known as a supplier of high-quality detail parts for armor kits as well as other subjects. Their accessories add to the detailed interest of any armor kit. All the parts in this kit are resin and have an amazing amount of detail in them.

These accessory items are directed to the M4 Sherman Easy 8 tank. I say items “directed to” because there are several armor kits that these items could be used on.

The package contains two bundles of logs, two helmet ruck sack combinations, bundle of tarps and storage boxes, a large tarp and five bundles of blankets.

The first thing I did was to wash the resin barrels in soapy water to remove any residue that may be on the pieces. I decided for ease of handling that I would attach the items to a small piece of wood with sticky tape ready for painting. The following are paints that I used:

Black Stynylrez - primer

Vallejo Black

Black Brown

Wood

Canvas

Light Brown

Khaki

White

Mission Models Paint

Olive Drab faded 2

NATO Brown

Mission Models Clear Coat

Clear Primer 30% mixed with MMP thinner – CP30

Acrylic Wash

50% water, 50% Aquagloss, 1 drop Sepia Daler Rowney acrylic ink, 1 drop Liquitex retarder.

AK Acrylic Matt



Once the parts were primed in black, I assembled all the paints listed onto a wet palette. By putting the acrylic paint on a wet palette, you can keep the paints from drying out for days and keep them fully workable. On the palette with the paint drops I also put some water to blend the paints with; the paints should be diluted making a glaze. A glaze is thinning the paint with water where it is between a filter and a wash. The idea with a glaze is that you put on the paint and it is very translucent, enough you can see the color under it easily. If you get puddles of paint in areas, you can use a dry paint brush to remove any excess. Using a glaze means you will need several layers of paint to bring up any opacity on your subject. My first base color was Canvas for the tarps and bags, once the first layer was down, I could see some of the black primer providing a shadow effect under it. When using a glaze, you are going to be painting at least five to ten layers depending on the opacity you want. I used the appropriate color glazes for the tarps, helmets, logs and wood boxes still getting a shadow effect in different areas on the pieces. I painted the colors starting from the darkest to the lightest.

A clear coat came next using the CP-30 mixture to give a wash a shiny surface to apply to. The pin wash was next after the clear coat had dried. The pin wash was used to bring out areas of folded material without giving the pieces an overall darker color like as if I had used a wash over all the pieces complete surfaces.

Once all the paint and clear coat had dried, I dry brushed the appropriate colors over the pieces. This procedure brought out the higher and highlight places on the pieces. Next came the applications of AK pencils to add just a little more of highlights.

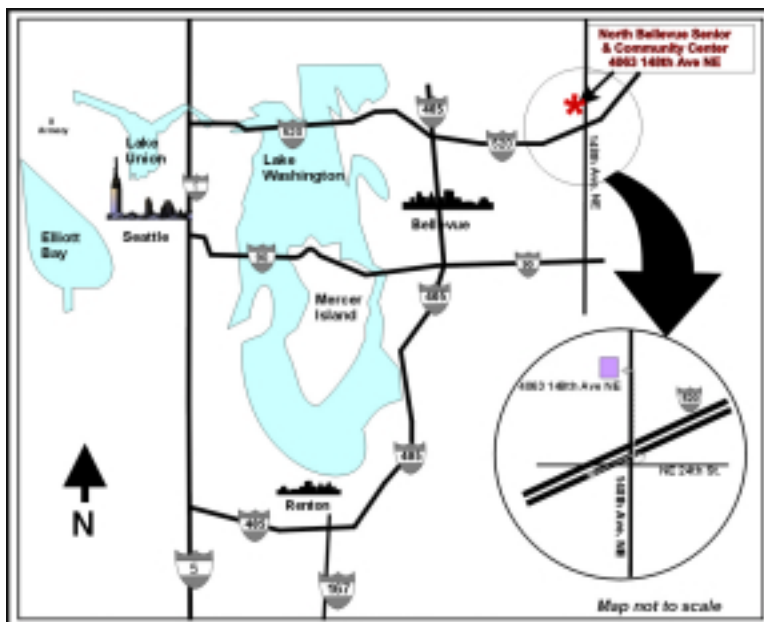
Finally, after all the work had dried, I sprayed the parts with a light coat of AK Acrylic Matt thinned 70%.

This was my first attempt at painting any kind of stowage, and for me the lesson learned was the use of colored glazes especially when painting any kind of fabric material. These pieces would be a great asset to any armor kit you wanted to build.

Thank you to Value Gear and IPMS/USA for the opportunity to review this kit accessory.



## Next Meeting: May 14 10:30 AM to 1:30 PM



### **North Bellevue Community/Senior Center** **4063 -148th Ave NE, Bellevue**

**Directions to NBCSC:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.