



IPMS Seattle News Seattle Chapter IPMS USA December 2023



Cool new products from VMS and AK that can change the way we do things

It is hard to believe, but December is here, and Happy Holidays are in order once again! 2023 certainly had enough crazy to spread around; but I feel that this last year was simply intense preparation for the crazy of 2024, coming up. No matter - I have learned that it is how we deal with our challenges, and how we nurture the personal relationships in our lives that make the difference between crazy and calm. One of the great things about modeling is that it sits there, patiently waiting for when we need safe harbor. What a great hobby this is.

I have some new VMS acrylic products to talk about; several of which turn our tried-and-true hairspray/chipping technique on its head. In addition, two new AK Interactive enamel wash colors that are bound to be hits, and are available at [Skyway](#). So, let's jump right in!

Imagine a consistent chipping technique that results in *exactly* what you want, *every time*, and is not burdened with specific rules regarding layers, timing, and/or type of paint used. [Vantage Modeling Solutions \(VMS\)](#) has created a product called Chip & Nick Smart Chipping Paint, which comes in several colors that one would expect chipped paint to be. But here's the kicker – instead of employing the rather involved hairspray (or salt) technique which, if not done with precision, could create a mess, you use the VMS paint to

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simply paint the areas where you want chipping, and rub it off until you have what you are looking for. Paint it on, rub it off. You're done. Their paint goes over any type of paint – enamel, acrylic, lacquer, Tamiya, Mission Models – it doesn't matter. VMS has found a way to make its paint rub off in the tiny 'chicklet' shaped pieces modelers expect chipped paint to look like. It works – read any review [or see it in action here](#).

VMS products are not cheap, but they do have good sales from time to time, and buying in bulk, with friends, will save on shipping.

Another family of VMS products takes a similar approach, but for applying pigments. And like the chipping paint, the new products flip what we are used to doing upside down. Instead of applying layer and layer after layer of pigment to simulate mud and filth (and *then* discovering what you have created is nothing but a mess), VMS pigments rely on an Alkyd Binder to allow the modeler to *remove* pigment after application, in much the same way you remove their Chip & Nick paints. You make a slurry of pigments and the binder, stipple it on, let it dry, and then use water and a brush to easily take it back off, leaving exactly what you want behind. Like the chipping paints, little to no skill is required for what has historically been a sketchy technique.

I have not tried the binder with pigments from other manufacturers (yet), but I would be surprised if the secret isn't in the binder. I will let you know at the January meeting one way or the other.

Manufactures like VMS are moving this industry toward a safer, healthier acrylic eco-system, and at the same time, helping us modelers achieve sophisticated finishes much more easily. Bravo.

Finally, I'd like to bring your attention to two new, enamel-based colored washes that have eluded most hobby manufactures to date, previously only found in the realm of tube-oil and tube-acrylic products. AK Interactive has come out with Sepia and Umber enamel washes that look and work great. Sepia,



true Sepia, has always been a mix of oil paint and thinner for me, and consistency has been a problem. These two new colors (which can be found at [Skyway Model Shop](https://www.skywaymodelshop.com)) offer the modeler a different choice – and that... is always a good thing!

I will not be able to attend the big Christmas meeting coming up this Saturday, unfortunately. I am aiming to attend the January meeting, however, with bells on - fingers crossed! Enjoy and have a Happy Holiday! And Model ON!

Thanks, and Model On! *Eric*

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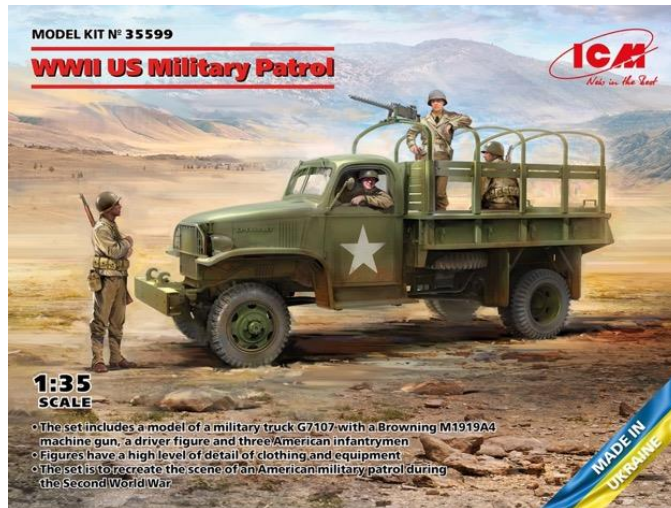
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[IPMS - International Plastic Modelers Society - Seattle Chapter \(ipms-seattle.org\)](http://ipms-seattle.org)

[Facebook Page \(https://www.facebook.com/groups/IPMSSeattle/\)](https://www.facebook.com/groups/IPMSSeattle/)

ICM WWII Military Patrol

By Bob LaBouy



From the kit manufacturers web site description:

"WWII US Military Patrol

(G7107 with MG M1919A4)

"At the end of 1941, the United States of America was already a well-deserved world leader in the production of various automotive equipment. This was facilitated by the most powerful production base in the world. During the Second World War, only 2,382,311 military trucks were manufactured in the USA. American army vehicles embodied advanced design solutions, defining the world level of automotive technology in general. In America, the main consumer of automotive equipment was the ground forces (US Army), which operated several types of trucks. The four-wheel drive truck G7107 was one of the representatives of the G7100 military series. Even though most of the cars of this series were supplied to the Allies as part of the lend-lease program and some of them were used in the US Army, for example, in infantry, sapper and communication units. Equipped with machine guns, such cars could also be used for patrolling.

Tactical and Technical Specifications of G7107 truck

<i>Full load, t</i>	<i>1.5</i>
<i>Length, mm</i>	<i>5700</i>
<i>Width, mm</i>	<i>2200</i>
<i>Height, mm</i>	<i>2700</i>
<i>Wheel base, mm</i>	<i>3685</i>
<i>Engine</i>	<i>Chevrolet BV-1001-UP 6 cylinder, 3.9 l 83 hp</i>
<i>Max. Speed, km/h</i>	<i>77</i>
<i>Range, km</i>	<i>400</i>

The set includes a model of a military truck G7107 with a Browning M191944 machine gun, a driver figure and three American infantrymen. Figures have a high level of detail of clothing and equipment.

The set is to recreate the scene of an American military patrol during the Second World War”

A Very Brief History the Chevrolet G7100 Truck [from Wikipedia site covering the Chevrolet G506 series: https://en.wikipedia.org/wiki/Chevrolet_G506]

“The G506 was a United States Army Ordnance Corps supply catalog designation for the 11/2-ton, 4X4, truck chassis built in large numbers by the Chevrolet Motor Division of GM. Their official model numbers were initially the "G4100", and later the "G7100" series.^[4] They became standard 11/2-ton 4x4 trucks for the US Army and Army Air Corps during World War II.^[4]

During World War II, the US military purchased a total of **167,373** four by four 11/2-ton trucks, and Chevrolet supplied the great majority of them.^{[5][6]} According to the 1946 revision of the U.S. military's *Summary Report of Acceptances, Tank-Automotive Materiel*, Dodge (Fargo) – the initial standard supplier of U.S. 11/2-ton 4x4 trucks – contributed 6,762 VF model, G-621 series trucks in 1940;^[7] and Ford (Marmon-Herrington) and Diamond T supplied another 6,271 and 136 units respectively,^[8] leaving 154,204 Chevrolet trucks.^[1]



However, some 47,700 of the G7107 and G7117 model trucks were shipped to the Soviet Union as part of the Lend-Lease program.^[9] The Soviet Red Army's logistics/transport capabilities improved dramatically in the spring and summer of 1943 largely as a result of the steady supply of American-made trucks (such as Studebaker US6s and the Chevrolet G506s) for the USSR.^[10]”

TruckPlanet.com offers a bit more of the history for this important series of vehicles:

(<https://www.trucksplanet.com/catalog/model.php?id=1161>)

“The range of 1.5-ton military trucks G4100/7100 (4x4), which was built in 1940-45 years in 120 thousand copies, became a major for the Chevrolet company during the Second World War. The basis for these trucks was the pre-war model 4272 (4x4), the hybrid of Chevrolet and GMC. But the construction and components were unified with the well-known 2.5-ton trucks GMC CCKW-352/353 (6x6).

Both series were equipped with virtually identical cabins, hood and grilles, flatbed bodies with an awning, brakes, springs, electrical elements, winches, and tires. In 1940-42 the first-generation series G4100 with all-metal cab (the base flatbed version was G4112) was produced, which had an additional factory index Y or Z. The series included the all-metal van G4105, dump truck without winch G4152 and with winch G4162, flatbed truck with a winch G4163, tractor G4165, and long flatbed truck G4174. Since late 1942, Chevrolet offered enhanced and upgraded series G7100 with an additional index N, equipped with both closed and open cabins.

All trucks were completed with an overhead valve 6-cylinder Chevrolet BV1001 (3858 cm³, 83 hp) engine, 4-speed manual transmission with 2-speed transfer gearbox and switchable front axle. The base

version had a wheelbase of 3683 mm, dry weight of 3,425 kg and could reach 80 km/h. The main output (86,971 copies) came with the multi-purpose trucks NJ-G7107 with a wooden flatbed without the winch and NM-G7117 with a metal platform, canopy, and hoist.

The company also offered NH-G7106 dump truck without a winch and a similar version NL-G7116 with a winch; panel vans NG-G7105; chassis for fire trucks NZ-G7133; NR-G7163 and NS-G7173 for workshops with various bodies, installing of telephone lines. The truck tractor NK-G7113 (1943-44) was equipped with the GMC 270 (4.4 liter, 89 hp) engine and the transmission of the series CCKW. The short wheelbase chassis NQ-G7128 (3175 mm) was used to mount M6 device with a crane for handling bombs that have been applied in the U.S. Air Force and the UK. On the long wheelbase chassis (4445 mm) were made about 400 copies of 1,5-ton truck NP-G7127 with a body length of 4.6 m. Another modification was the field light vehicle NF-G7143. In the midst of the war the G7129 prototype was made. It was a low-profile 89hp truck with an open cockpit, folding windshield, and removable body sides, which



allowed to lower its height to 1700 mm. G7100 Series trucks were delivered to the USSR under the Lend-Lease and were producing on some of Soviet automobile plants, including in GAZ, and their chassis were used for the installation of various equipment, including BM-13 "Katusha"."

Several added online sources include:

Truck Encyclopedia: <https://truck-encyclopedia.com/ww2/us/Chevrolet-G506-7101-1.5-ton-4x4-truck.php> This is a valuable source for modelers, and includes numerous great reference photos and side view illustrations which provide color, weathering and marking suggestions.

Truck Planet: <https://www.trucksplanet.com/catalog/model.php?id=1161> Once again, a valuable source for basic information about the G7100 series vehicles and a large number of great photographs of these vehicles. The greatest aspect of this site are the large number of photographic images of various period and current vehicles of these types in use currently

This Kit

This is but one of a series of military vehicles and trucks that has been (or will be shortly issued by ICM. The various groups figures are also separately available from ICM (along with the associated paint sets specifically for this kit), with US Army set, also in 1/35th scale and only one of many figure sets now also separately available (# 3037).

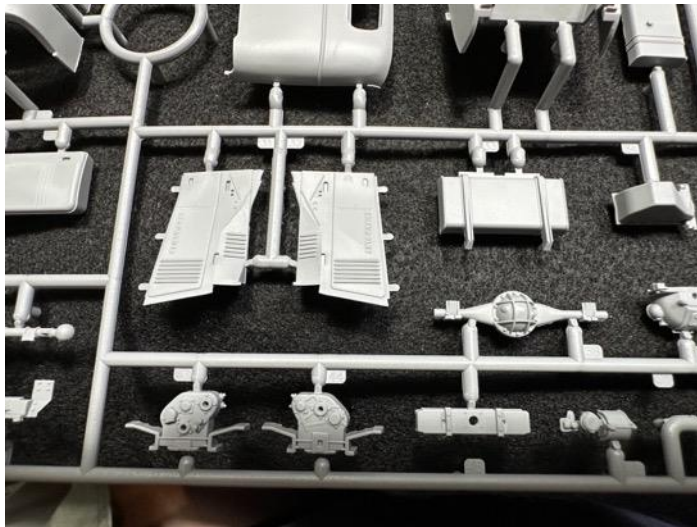
This kit instructions contains 28 pages with the individual panels printed in red (which helps to visually distinguish them from one another, a five-view color rendering and nice full color depictions of the army uniforms. The total kit includes 333 parts, with an overview of the sprue tree sections, including six individual sprue sections, a small sheet of decals (all U.S. markings), and one sprue for the clear glass sections.

I've attached a couple of images to illustrate this attention to details and engineering quality. These images show the details shown in the vehicles' frame, the drive train and transmission, the engine, and overall fit for the various kit parts. Although I rarely tackle vehicles, I am very impressed with the amount of engineering details shown in this model.

The Build

This kit, at the outset is very finely molded with even the smallest details highly detailed, very little flash and another example of ICM's attention to detail. This is especially significant, when you realize it's from a proud Ukrainian company working under the constant threat and attacks from the Russians and their despotic leader.

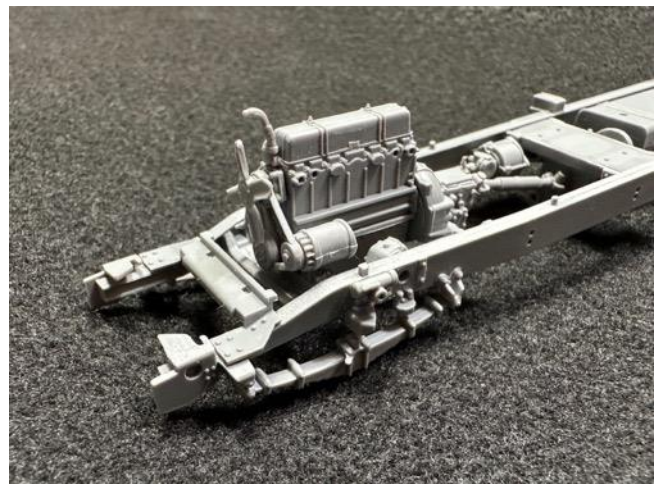
On the minus side I encountered several issues including: there were several troublesome round ejection marks: four on each inside the two doors. Another issue I encountered was the fit around the radiator, which I resolved by trimming the radiator blades and the locating tabs along the bottom of the radiator enclosure. As carefully as I tried to be it was one of a few interior details I was unable to fit as shown in the kit instructions. I also found the construction drawings inadequate in several respects—namely where the attachment for the front and rear wheels are shown; both holes within the wheels are too small and require enlargement. Several of the supports for



the mud flaps were broken in the kit I reviewed (likely my fault) and quickly were devoured by the carpet monster. When installing the wooden bench seats, I found that they are too long and require some filling in order to fit the truck bed. They can also be accommodated by not placing the rear tail gate in the upright or closed position. There are also two images to illustrate the troublesome cab top which would have resulted in a visible set of lines had I not filled them and carefully sanded them, which hopefully are not seen in the final construction images.

I placed the front windscreen in the upright position as a further indication of this kit's details which even includes the very small upright support arms (hopefully visible in some of my images).

Also worth noting are the specificity of the instructions—while good, these do not contain the definite locating pins and clarity which you find with a Tamiya kit. There are several spots where the artist leaves you wondering exactly where a small part is to be attached or its exact orientation.



Painting

Again, I looked for a retailer selling the ICM acrylic paints without finding one, and sadly these are the only 'official' paint colors shown for this kit. I also find that the ICM color conversion chart somewhat challenging, which first requires using the 'used colors' listing (on the first page of the instructions) listing the ICM water based acrylic paints (example ICM # 1071, using color reference 'A' for Camouflage Green or ICM # 1072 for US Dark Green color call out 'L'. The system works, but requires a good deal of page turning and cross checking. My Mk 1 eyes got a real work out!



ФАРБИ, ЩО ВИКОРИСТОВУЮТЬСЯ / USED COLORS:	
COLOR	ICM
A Камуфляжний Camouflage Green	1071
B Чорний Black	1002
C Алюміній Aluminium	1023
D Темна земля Tan Earth	1058
E Сталь Natural Steel	1025
F Зелений Deep Green	1009
G Сірий теплий Warm Grey	1031
H Іржа Medium Rust	1049
J Срібло Silver	1024
K Напівпрозорий червоний Clear Red	1011
L US Темно-зелений US Dark Green	1072
M Тілесний Basic Skin Tone	1044
N Охра Ochre	1057
P Буйволова шкіра Buff	1041

Without specific painting guidance in the instructions, I chose others based my general sense of what colors were needed. I chose AK Real Color's Black RC001 as my base color for the truck and frame as a primer, over which I painted the individual colors. The entire vehicle was then painted, using AK Real Color RC 023 (Olive Drab) and several areas using RC 024 (Faded Olive Drab). The interior seats and side panels were hand painted with AK Acrylic Brown Leather AK3031. The muffler sections were painted using Lifecolor UA

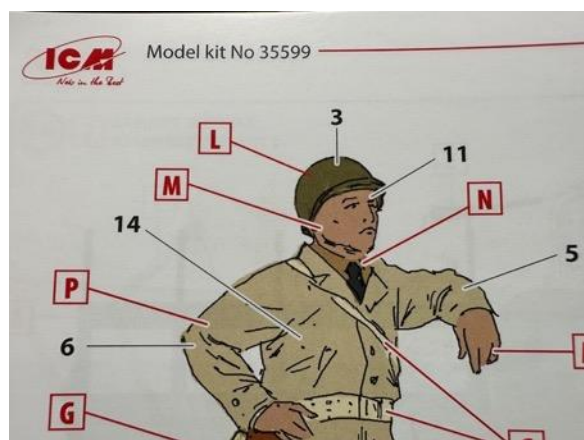
702 (Rust Base Color) and LC 32 (Matt Rust). The clear glass section windows were installed using Elmer's Washable Clear Glue, which dries clear and can be leveled or cleaned up using tap water. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426.

While I seem to be able to tackle most common modeling tasks, painting figures is one skill that I needed to turn to one of our Seattle Chapter's most accomplished modelers—Steve Cozad. Here are Steve's notes about the ICM U.S. Military Patrol figures:

- Nicely sculpted, casually posed figures that fit together well.
- Two of the four figures included were painted using mostly Vallejo and Tamiya acrylic paints.
- Figures were primed using Tamiya acrylic paints mixed to be close to the finished color.
- From the Vallejo line were mixed the base colors. They have a good selection to pick from.
- Once the colors are applied, shaded, and highlighted, follow up with pin wash lines to accent the equipment.
- These lines, when done judiciously, can make a figure pop (see the attached images illustrating Steve's painting for these two figures).

Decals

As previously noted, there are decals for only two vehicles, three army, one navy and possibly one other foreign vehicle. The color five view only provides detail drawings for one of the U.S. army trucks. Unfortunately, there are no illustrations for either the other U.S. army or the U.S. navy vehicle, which I chose to use the decals for.



Overall Evaluation

I strongly recommend this kit of the ICM WWII Military Patrol. I really enjoyed building this kit. It represents a significant piece of World War II (and later) history, which surprised me in terms of both the number of vehicles produced (over 167,000 !) and the important role they played in that conflict. As modelers, I suspect many of us fail to realize just how significant the logistical and support activity was. This ICM kit builds into a beautiful representation of a significant part of this conflict and because of its small size, serves to compliment other related armor, vehicles, and aircraft in the 1/35th scales of that era.



Go Big or Go Home: Building a 1/25th Scale K-Wagen Card Model

By Dave Hansen



Call it a whim.

I was wandering through the internet looking at various modeling sites when I came across a catalog of models I had never seen. Ships, cars, buildings, aircraft, zeppelins, tanks, artillery – all made of paper. There were some photographs of completed projects and they were impressive; it was hard to believe that they had all been cut and assembled from the printed page. Looking through the armor section, I saw that the World War I K-Wagen was one of the subjects. A few key strokes later and my first card model tank was on its way from Poland.

The K-Wagen was the German military's idea of a step up from the big and boxy A7V that was its initial tracked armored vehicle. The K-Wagen was a much, much bigger box. It was about 40 feet long and 10 feet high, and armed with four 77mm cannon and seven machine guns. It weighed in at 120 tons and was crewed by 27 men.

Despite the improbabilities of all that, two prototypes were under construction when the war came to an end.

The kit arrived in about ten days. It was more like a very large magazine in that its pages were all bound along one edge. The color cover illustration showed a gritty K-Wagen making its way through no man's land, guns blazing. Inside there were many sheets of parts in three-color camouflage; cut them out, glue them up, and a K-Wagen would be the result. And then I noticed that there many other sheets not printed in color but rather black outlines of other shapes. Since I couldn't read Polish the instructions were a mystery. With the help of Google Translate I learned that the first job was to build an interior framework, and once that was done, the colored sections were glued to the framework. I was supposed



to glue the outline sheets onto heavy card 2mm thick and then cut out all those parts and then assemble the framework. That sounded like absolutely no fun at all. A few key strokes later and a complete set of laser-cut framework parts was on its way from Poland.

The framework set comprised about two dozen large sheets. Assembly was easy and went quickly, although I had to do the build on the garage workbench since the project was too big for my usual modeling space. All the parts were numbered and detailed sketches laid out the assembly steps. I was translating the instructions as I went but as a complete novice, I needed more guidance: there was no warning that it would be easy to install some parts upside down. Once I had passed that particular hurdle, I discovered that the framework would block two of the openings for the machine guns. In one instance, I cut away the heavy card to make room for the gun. I decided that was too much work, so I blanked off the other opening to make it appear that the gun had been purposefully removed. And while we are talking about machine guns, the model can mount six although most descriptions of the K-Wagen mention seven. I wasn't sure where that seventh machine gun should appear, so I opted to stay with six guns.

Curved parts were tricky and since the K-Wagen was basically a rectangular box, there were happily few curves to deal with. The sponson cannons were mounted behind curved shields and the cannons themselves were to be fashioned into paper tubes as were the machine guns. Guidance from internet paper modeling sites suggested that making the paper slightly damp would help produce wrinkle-free

curves and cylinders. I gave it a shot and while it is true that the paper became more pliant when damp, it is also true that it is an art form to determine exactly how damp the paper should be: too dry, you get wrinkles; too wet, you get worse wrinkles. It turns out that damp, wrinkled paper takes on a dented appearance when dry. As a result, some of the shields look like they have been involved in a fender bender, not a good look for any armored vehicle. I gave up trying to produce acceptable paper cannon and machine guns. I used wood dowels for the machine guns and whittled replacement cannon from a few pieces of pine. I figured that was okay since it was all cellulose somehow.



Another important suggestion was to paint the edges of the colored parts once they had been cut out. The printing process applies color only to the surface of the sheet, so when you cut the part free of the sheet, the white edge of the card is apparent. Painting the edges (I used Vallejo that was a close but not an exact color match) helped give the model a more finished appearance.

The tracks were the worst part. Each track shoe was made of eight separate parts and there were lots of track shoes: about 100 in all. It wasn't difficult work, just boring, and to make it tolerable, I assembled



the tracks piece by piece over a period of several weeks. It slowed the completion but otherwise I am sure that I would have lost interest.

By the in-the-dark-and-at-a-distance standard I use for evaluating my models, the end result was okay. Everything was straight, all the camouflage patterns lined up as they were supposed to, and no glue marred the surface. Not a bad job for my first-time card model tank. Weathering

would add a lot to its appearance, as would the addition of rivets (and we're talking lots of rivets), but I had run out of steam and it was time to leave it for other models made from more conventional materials. Because of its size, I am not sure what to do with the K-wagen. For now, it remains parked on the garage workbench, an unlikely hulk that looks like an armor modeler's bad dream.



Nautical (& Other) Oddities South of the Equator Part 2

Photo Essay by Tim Nelson

I've been a model ship admirer and ship enthusiast for a long time, and recently dipped my toes into the scary world of ship modeling. Earlier in 2023, my wife Debbie & I had the opportunity to make a couple of epic ocean voyages in the Southern Hemisphere: one to South America & Antarctica and another to Australia & New Zealand. Aside from the stunning scenery and delightful experiences, we saw a plethora of interesting maritime vessels. Subjects ranged from current commercial and naval to historical, museum replicas, derelicts, as well as scale models. What follows is a photo essay of the most interesting (and a few non-nautical subjects for variety) – if you are a ship fan, perhaps you will find some inspiration!

[Part II visits Australia & New Zealand...](#)



Photo 1: Queen Victoria of Cunard Line, Sydney, Australia



Photo 2: ANZAC Memorial, Sydney, Australia



Photo 3: Ovation of the Seas of Royal Caribbean, Sydney, Australia



Photo 4: Ferry from Sydney to Manly, Australia



Photo 5: Fort Denison, Sydney Harbour, Australia



Photo 6: HMAS Adelaide (LO1), Royal Australian Navy landing helicopter dock ship, Sydney Harbour, Australia



Photo 7: Tripod mast of HMAS Sydney (I) and monument, commemorating the victory against SMS Emden at Keeling Island in the Indian Ocean on 9 November 1914, Sydney Harbour, Australia



Photo 8: Sydney Harbour Ferry and Bridge, Sydney Harbour, Australia

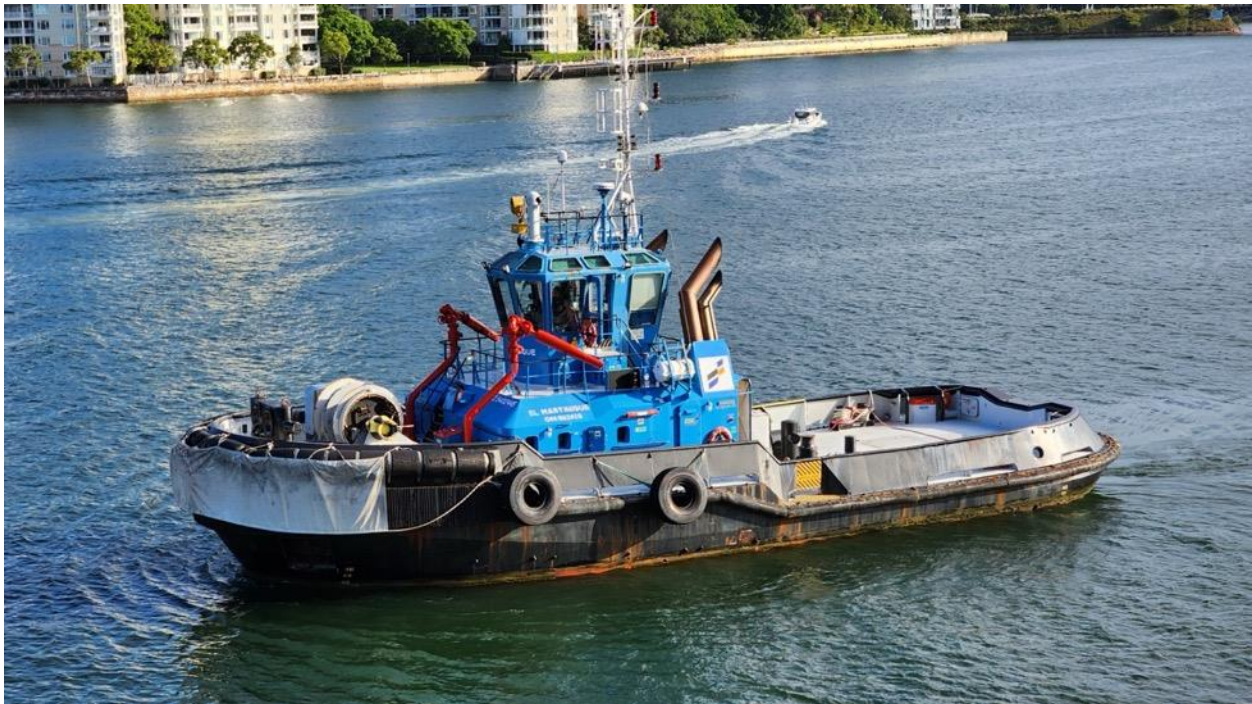


Photo 9: Tug on standby, Sydney Harbour, Australia



Photo 10: Commercial ships at anchor, Port Phillip Bay, Melbourne, Australia



Photo 11: MSC Alabama III & harbour, Port Chalmers (Dunedin), New Zealand



Photo 12: World War II bunkers, Harington Point, Port Chalmers (Dunedin), New Zealand



Photo 13: Privately owned icebreaker Nathaniel B. Palmer, chartered by U.S. National Science Foundation, Lyttelton (Christchurch), New Zealand



Photo 14: Container ship Moana Chief & harbour, Lyttelton (Christchurch), New Zealand



Photo 15: Extremely fast foiling boats racing, Lyttelton (Christchurch), New Zealand



Photo 16: Container ship H Cygnus & harbour, Napier, New Zealand



Photo 17: Former IPMS/Seattle President and current resident Kiwis, Andrew Birkbeck & Twyla, Napier, New Zealand

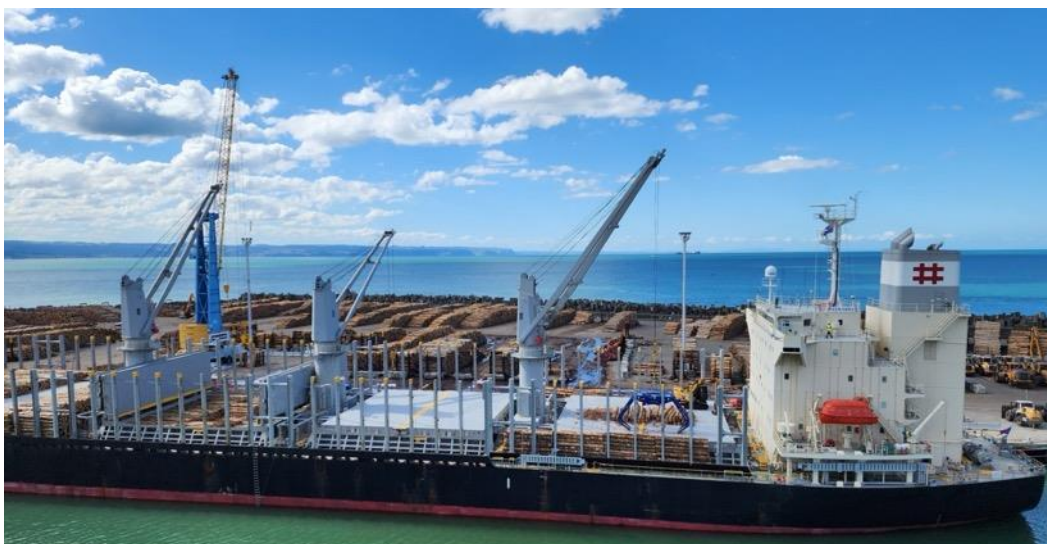


Photo 18: Bulk carrier Ken Haru loading timber, Napier, New Zealand. Vast quantities of outbound timber were observed at every NZ port.



Photo 19: Harbour sailboat race, Tauranga, New Zealand



Photo 20: Timber and stern view of Kota Bahagia, Tauranga, New Zealand



Photo 21: Auckland Harbour and RORO (roll-on roll-off vehicles carrier) Nabucco of Wallenius Wilhelmsen line, Auckland, New Zealand



Photo 22: Jean Batten's Percival Gull which flew epic long-distance flights in 1935-36, Auckland Airport, New Zealand

Winter Camouflage Using Gouache

By Eric Christianson

Many times, when I am looking for a particular finish, I return to one of my older reviews that employed the products and techniques I am looking for. This particular subject, the Academy M36B1 Jackson, sports a striking winter coat that used an interesting acrylic product called Gouache. The [full review can be found here](#), but I want to focus on the finish for this article.

The M36 is going to be green, U.S. Army green, period. My challenge was to make that otherwise bland finish come alive somehow. I could make it faded; I could make it dirty; or I could make it white. I chose the latter so I could try some new products and see what transpired. My M36 would wear a whitewash coat over all that green.

Primer and Pre-Shade

I started by airbrushing a primer/pre-shade coat of Gunze Mr. Finisher 1500 Black to give the plastic and PE some grip for the following coats, and to fill in the recesses and create a shadow effect near the flat surface edges, adding depth for the subsequent coats to come. Since I would be using acrylics, I gave the Gunze lacquer plenty of time to de-gas and cure. I know when this is when I can no longer smell any hint of the paint.

Using Vallejo Paints with a (syphon-feed) Pasche H Airbrush

I chose to use Vallejo Model Air colors on my Jackson. (Note: This was back in the day, before AK Interactive was even a thing, and I thought at the time I would settle on Vallejo acrylic paints, which are good, but take more TLC than the Tamiya and/or AK Real Colors acrylic-lacquer paints I use these days). I went through a bit of experimentation up front, but eventually found Vallejo paints to spray beautifully once I settled on the following ratio:

1 drop Liquitex Flow Aid

5 drops Vallejo Air brush Thinner

5 drops Vallejo Model Air paint.

I found that this recipe works well for any type of Vallejo paint, not just the Model Air line. I spray this mix at 20lbs with no tip-dry.

Camouflage and Decals

I followed the pre-shade coat with Vallejo Model Air 71.043 Olive Drab camouflage as a base for white wash coming later. This color has a little more brown in it than green.



Once the acrylic coat had dried, I hand-brushed a coat of Future on the areas that would receive decals and applied them using the Red and Blue Micro Sol/Set system without any problems. I sealed the decals with another hand-applied coat of Future. Once dry, I knocked down the shiny areas by spraying Vallejo Matt Varnish to prepare the surfaces for the whitewash and filters.

On-Board Tools

Next, I painted the wooden portions of the onboard equipment using Vallejo 310 Old Wood and the steel portions using Vallejo 70.865 Oily Steel. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown Oil straight from the tube and let that set overnight. In the morning I carefully removed most of the oil paint using a Q-tip dampened with Mona Lisa, leaving the areas near the buckles and metal parts darker than the wooden shafts.



To give the steel parts more depth, I drop a



single drop of Mig Black wash onto the flat surfaces – I feel this gives them a good ‘used’ look. I painted the two ammunition boxes Vallejo 71.044 Light Grey Green and the steel crate Vallejo 71.016 U.S. Dark Green.

Whitewash

The whitewash was achieved by first dabbling on Mig Winter Camouflage Wash straight from the bottle, working in sections

and making sure nothing looked even or symmetrical. This product is an enamel, so I followed the application with a thorough layer of acrylic varnish.

I then mixed some Windsors Newton White Gouache with just a drop or two of water and dabbled that in places to create areas that were more opaque. I like the gouache product for its chalky texture and versatility. The rough surface is perfect for dry-brushing highlights later. The unique property of Gouache is that it remains workable until you cover it with a layer of some kind of protective varnish. If you lightly dampen a brush with water, you can continue to work the paint until you have exactly what you want, even weeks later. This is key to uncovering the white stars on the hull, and creating the rough edges on each flat plate – just like a GI with a bucket of whitewash and not much time would do in the field. **One tip:** Gouache will not work on a surface that has any type of distillate on it – the water mixture will bead up. If that is happening, lay down another layer of acrylic, such as Vallejo Matt Varnish, and try again - the beading will go away.

Dry Brushing and Pigments

Once the paint was thoroughly dry, I went to work using [Old Holland Warm Sepia Extra](#) to dry-brush the entire vehicle, focusing on the edges and protruding detail. Old Holland’s oil paint, which I learned



about reading Tony Greenland's excellent book, 'Panzer Modeling', is the perfect hue and the pigment for this kind of work, and its pigment is as fine, or even finer, than Mig's products.

Track

I started out with a primer coat of Gunze Mr. Finisher 1500 Black followed by a filter coat of AK Interactive Track Wash that I applied by hand. Once that was dry and de-

gassed, I highlighted the teeth, track edges, and the wheel paths with a Q-tip soaked with Model Master Dark Anodonic Grey enamel. Finally, I added Mig pigments to dirty them up a little.

Machine Gun

I started by hand brushing the gun Tamiya Flat Black - the only time I ever use flat black. I then painted the wooden parts with Vallejo Panzer Aces 312 Leather Belt. Once the paint was dry, I dipped an artist's color shaper into some metal polishing powder from a company called USCHI (www.uschivdr.com) and rubbed it into the surface. The more you rub, the higher the shine.

I painted the ammunition case Model Master Faded Olive Drab and used a silver quilters pencil to highlight the edges of the case. Finally I gave everything a filter using Mig Wash Brown thinned with Mona Lisa. After revisiting the track and road wheels with Mig pigments, I stuck it with a fork – this beefy tank-killer was done!



I think you will like adding Gouache paints to your Finishing arsenal. Its chalky, opaque characteristics are unique, and can add a lot to your modeling subjects.

Other Modeling from Around the Sound...

Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers \(nwsm.club\)](http://NorthWestScaleModelers(nwsm.club))

Seattle Armor Modeling and Preservation Society (AMPS)

The Seattle Chapter of AMPS holds monthly meetings and occasional build sessions that modelers of all genres are welcome to attend. Please see their Facebook page for more information.

Galaxy Exiles Sci-Fi Modelers

The local Sci-Fi modeling community is served by this club located in the North End. Modelers of all genres are welcome to attend. For more information, please contact John Morel at johncmorel@gmail.com or see their Facebook page for more information.

ZOOM!

During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest way? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. [We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits.](#) We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a [wealth of experience who can help solve just about any model-related issue.](#) And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle, WA IPMS 2pm – 5pm [LINK](#)

Tuesdays: Salem, OR IPMS 6pm – 10pm [LINK](#)

Wednesdays: Seattle, WA IPMS 2pm – 5pm [LINK](#)

Thursdays: Seattle, WA IPMS 2pm – 9pm [LINK](#)

Albany, OR IPMS - Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. [LINK](#)

Saturdays: Salem, OR IPMS 6pm – 10pm. [LINK](#)

Upcoming Meeting Dates

The IPMS Seattle 2023 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.

November 11

December 9

January 13, 2024

February 10, 2024

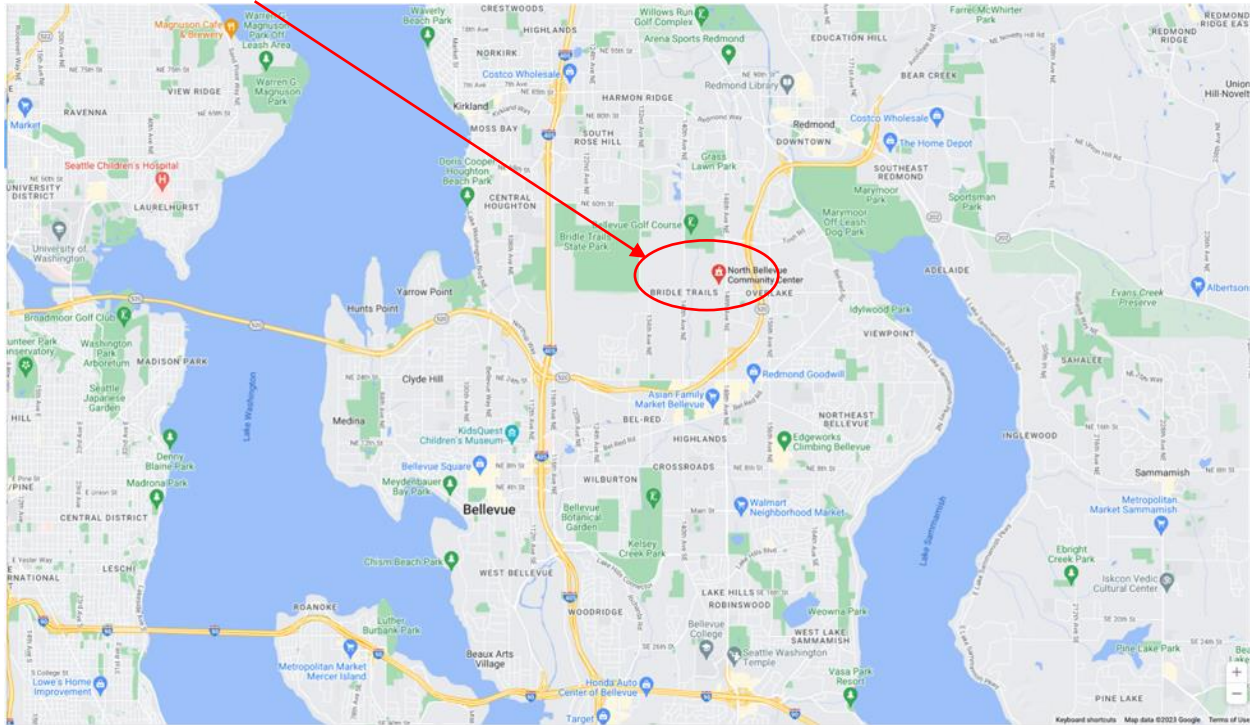
Next Meeting: December 9 – 10:30 AM to 1:30 PM

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

Map Link: <https://goo.gl/maps/RSGcMggWNBmTUe6T9>

Site Link: [North Bellevue Community Center | City of Bellevue \(bellevuewa.gov\)](http://North Bellevue Community Center | City of Bellevue (bellevuewa.gov))

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.

Join IPMS/USA



Why Join IPMS/USA?

IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing five decades, IPMS/USA has become a 4,600-member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

Join Online (<https://myipmsusa.org/join-us>)

MODEL PAINT SOLUTIONS

Model Paint Solutions specializes in tools for handling, storing, mixing, spraying, and finishing model paints. We carry quality scribing tools, abrasives, Mission Models Paint, the full line of AK Real Colors, and German-manufactured Harder & Steenbeck airbrushes and parts. All Seattle IPMS members can take advantage of **5% off** and **Free-Shipping** on any orders delivered during the monthly IPMS meetings. Details provided at the meetings.

Model Paint Solutions (<https://modelpaintsol.com/>)