



Seattle Chapter News

Seattle Chapter IPMS/USA February 2023



Upcoming Modeling Events...and a thought about Collections

Busy, Busy... So many modeling shows and events to prepare for this coming year!

Some modelers who have the time and inclination to build a lot of kits simply stop what they are doing and attend a show with what they've finished. Others take the long way home - building something earmarked for a specific event (or two). Whichever the case, this stretch of the calendar between the 'cold and rainy' and the 'bright and sunny' is a busy, hobby-filled time up here in the Pacific Northwest (and one of the reasons I wouldn't live anywhere else). So, let's take a tour through the next few months and see what's up...

February 18-19 - Seattle, WA – The Museum of Flight – the Northwest Modelers 'Model Mania'. "The largest, annual, display-only model show in the country, in the best setting you could ask for, with modeling seminars!". <https://www.nwsm.club/>

April 29 - Renton, WA - Renton Community Center – the IPMS Seattle Annual Spring Show. "One of the largest regional shows in the country, with over 30 vendors, a raffle, and food". <https://www.ipms-seattle.org/springshow/index.php>

May 20 - Portland, OR – Milwaukie Elks Lodge #142 - Pacific Northwest Model Car Fest - <http://www.sabanw.com/>

June 3 - Albany, OR - Albany VFW – IPMS/Oregon Mid-Valley Modelers will host an outdoor swap meet and People's Choice contest - All proceeds will go to support the Albany VFW. <https://calendar.ipmsusa3.org/chapter/ipmsoregon-mid-valley-modelers>

September 30 – Moscow, ID - 1912 Center - IPMS Palouse Area Modelers 27th Annual "Show Off The Good Stuff" Scale Model Show & Contest, with Door Prizes, Raffle, Silent Auction, and Free "Make 'n' Take" for Kids. <https://calendar.ipmsusa3.org/chapter/ipmspalouse-area-modelers>

October 14 – Vancouver, BC - Bonsor Recreation Center – IPMS Vancouver Annual Fall Show, with two vendor rooms and a raffle. <https://www.ipmsvancouver.ca/>

October 21 - Albany, OR - Linn County Expo Center – IPMS/Oregon Mid-Valley Modelers Annual Show, with Vendors, A raffle and Food. <https://calendar.ipmsusa3.org/chapter/ipmsoregon-mid-valley-modelers>

Obviously, there are many, many National shows taking place as well – I'll leave that for another newsletter editorial. If I've left a favorite (local) show or event of yours out of the list above, or made a mistake, please let me know and I will do my best to give it a proper shout out to the club. Also, if you have any questions, please email me directly at **ModelerEric@Comcast.Net**. If I can't provide an answer, I'll point you in the right direction.

Preparing for all the events coming up always gets me thinking about what I'd like to see at the shows. Last night I fell asleep wondering about how things might change as we get older. One thing is for certain – we'll have more finished models! Which got me to thinking about the different kinds of collections that we could be pulled together from our 'ocean' of built models. And I am not referring to yet another gaggle of Spitfires, or Phantoms, or Shermans – I've seen enough of that. But what about, say, all the planes that were powered by the Rolls-Royce Merlin V-12 engine (it would have to be in 1/72!) Or all the NASCAR cars that advertised Skoal tobacco (Harry Gant is looking down on me with a toothpick in his mouth and thumb's-up), or all the WWII military vehicles

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SEATTLE CHAPTER CONTACTS

President: Eric Christianson 10014 124th Ave NE Kirkland, WA 98033 Ph: 425-591-7385 ModelerEric@comcast.net	Vice President: Terry Moore 7014 Lake Grove St. SW Lakewood, WA 98499 terryandjill@comcast.net	Treasurer: Fuzhou Hu 19012 3rd Dr SE Bothell, WA 98012 Ph: 412-215-7417 fhu.ipms@gmail.com	Show Chair: Rick Taylor
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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

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

February 11
April 8 (meeting)

March 11
April 29 (Spring Show)

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
First Middle Last

Address: _____
If Renewing

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (Required by HQ): _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (under 18 years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surfed) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

IPMS/USA PO Box 1411
Join or Renew Online at: www.ipmsusa.org Riverview, FL 33568-1411

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

Memories of Terry Moore

[contributors are listed at the end of each section]

With the recent passing of Terry Moore, we have all lost an outstanding contributor to both the Seattle Chapter and IPMS-USA as a society.

Some of you were not able to get to know Terry, as I was lucky enough to know him over the last 55 years. Terry was a great friend to all who knew him, just an all-around good guy and family man.

I first met Terry when we had just left Ward and Fern Danley's as they closed their Campus Hobby Shop on 47th Street in Seattle. As we were sitting in the car that quiet evening, we watched these two strange characters walk up and put their hands up to glass and peer into the store front windows. It was like a comical scene and sort of like Mutt and Jeff, with Terry over six feet and Mike Quan about fourteen inches shorter. I walked over and started a discussion with them both, unaware of the long-time friendship we had just begun.



He was commonly known among our Seattle Chapter as either 'the Tall One' and 'President for Life.' Terry was born in 1950 and grew up in the north end of Seattle, where he lived and enjoyed most of his life to its fullest. He had a great sense of humor – and could easily keep Mike, Greg and I rolling in the isles with his mimicking 'the Duke,' Peter Lorre and Jimmy Stewart

It's difficult to summarize Terry's countless contributions to IPMS Seattle and the Society as a whole, during his 55 years as member of the Seattle Chapter. He was the IPMS-USA Convention Chairman in both 1972 and 1992, was elected and re-elected as the Chapter president so many times (with his longest run being 20 years), he earned the nom de guerre 'President for Life.' In fact, Terry continued to serve as the Chapter's Vice President reviewing all the display models until his last meeting in November.

He was also a prolific and major contributor to the Seattle Chapter newsletter when we first started it, providing many text articles and a considerable amount of artwork. As an indicator of significance of Terry's contributions was the fact that Terry was only a year out of school at the time and yet he pitched right in and was a contributor!

In late 1971 I relocated to Santa Barbara and the society made the decision to stop trading the British magazine one-for-one, and we planned as a replacement, the IPMS-USA Update. Once again Terry rose to the occasion, quickly started writing articles and providing artwork for both the Update and the IPMS-USA Quarterly. He demonstrated excellent organizational and managerial skills and business acumen as we constructed the National Convention programs. As Terry and Mike's (as well as those of Greg Reynolds) contributions to both publications became an almost everyday effort our pool table became the basic layout and preparation area. My wife constantly asks whether we could claim them as dependents on our tax returns...for the cost of food service alone it was a tempting idea...

When it came modeling, he had an interest in all genres and subject matter, though his primary interest throughout seemed to be the local favorite, the B-17, and the prototype model 299 which he produced along with other products through his business, 299 Models.

As a pilot, one of his dream accomplishments was to acquire actual stick time piloting a B-17 from the left seat. The cherry on top being that addition to his logbook. He built and painted every type of model, including miniatures, aircraft, armor, and ships. Even when recently hospitalized, Terry asked Jill to bring in a model and our last discussions all involved modelling.

He was commissioned to build a B-17 specifically for the Disney Exhibit which is currently at the Museum of Flight until February 5, at which time the Exhibit moves on to its next destination.

He was employed most of his life in the Advertising, marketing, and publishing industry, including positions with the Seattle Post Intelligencer, the Woodinville Weekly and James G. Murphy Auctioneers. He was also a proud 1968 Nathan Hale HS graduate and 'Raider'.

He is survived by his immediate family, including wife Jill of forty-seven years, son Colin (wife Sarah and grandchildren Chevelle and Cheyenne), son Chris (husband Nick), Terry and Jill's 'chosen daughter' Cath (and her children Sophie and Lachlan), and their faithful dog Ozzy.

Our thoughts are with Jill and their children during this difficult time.

- Bob LaBouy

One thing about Terry Moore is the great 'presence' he always added to just seeing him, or him being in pictures. In almost every picture of models and people I took where Terry was in them, he added such a positive energy of sorts to the photo. Thanks Terry for lighting up many, many photos over many years. See Figure 1.

- John DeRosia



I have a lot of memories of Terry Moore, but the ones that I keep coming back to are the times he and I judged the Junior entries at the IPMS Spring Show. Jill would help us judge those as well.

He taught me that judging Juniors is different from other categories. He pointed out that the criteria is different - we're not only looking at execution, but the level of effort that the modeler put in. He also made sure that while we were finding the best models in each category, we were also not discouraging those who didn't place. He always stayed around after the ribbons were laid down to congratulate everyone, and encourage everyone who entered.

But the thing I remember the most about these times was the fact that Terry, one of the taller members of the club, continually judged models in the only category where the tables weren't raised for easy viewing.

- Jon Fincher



I first met Terry in 1972 at his parents' home in North Seattle. First walking into his room, on the left were three models being built on a desk, From the closet to the wall were from the floor - one-third of the way up - stacked unbuilt model kits, then on the right wall were several shelves full of nicely built models with ribbons and trophies (IPMS). I joined the USAF and went away. After 17 years, then working for Boeing, the Catia instructor John DeRosia invited me to an IPMS meeting at the Magnolia armory. There was Terry as president and his wife Jill. The B-17 was one of his favorite planes and he even went up in one. I got to take the pictures of that experience. A good organizer, especially model contests including the 1992 Nationals at the Red Lion SeaTac. I remember specifically his Miss Exide model in the water. Good natured guy with Christian principles. Good to hang out with. He's in the presence of God now and forever.

- Dave Gorsline



I knew Terry for some twenty-odd years (and I do mean odd). I knew him as the President for Life, our fearless leader, and an all-around good guy. But like many of our members, I only occasionally talked with him at meetings and benefitted from his vast knowledge of all things modeling, sci-fi, aviation history, and much more. However, I didn't really know him beyond those things until he and Jill moved down to my neck of the woods in Lakewood, a mere 15 minutes from me. I visited his place when he held his first Thursday Night Irregulars, and he visited me when I held my own version with some of our South Sound members. It was during these small gatherings that I started to get to know him. Then he got sick. When I heard he was at St. Joe's here in Tacoma I went to visit him. It was during these visits, at the hospital, back at his home, and then finally back in the hospital again that I learned of his passion for baseball. I met one of his baseball teammates and learned about some of his exploits during the 33 years he spent with various Puget Sound Senior Baseball League teams, his favorite being the Diablos because he got to play with his son Chris. I also learned about the 14 years prior when he played bagpipes with the Keith Highlanders. He had a pilot's license and got to briefly fly his favorite plane: a B-17!

He was the definition of easygoing, funny, clever, thoughtful, engaging, friendly, and genuine. I'm sad that I only started to know him so late in his life, but I'm better for having had that time. Thanks, Terry.

Attached is my favorite photo. To me, it captures the very essence of everything he was.

- Ken Murphy



Back in the early 1960s when IPMS was still just getting started we were meeting at the now gone Museum of History and Industry just South of Husky Stadium.

We were mostly young adults just really getting started in marriages and jobs. Our meetings were a lot like they are today, just a lot smaller. Showing off the latest build, swapping new ideas and exchanging references, kits and generally just enjoying the time together.

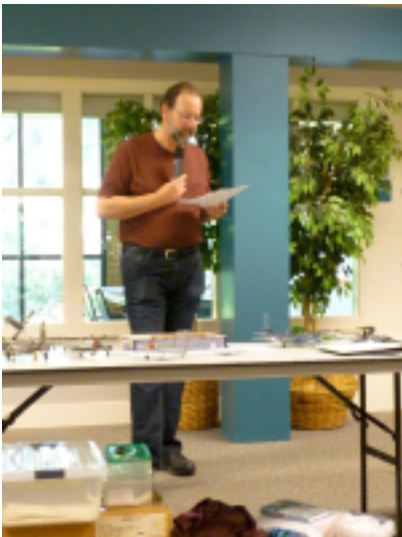
One Saturday three young kids arrived at the meeting. All were probably early high school age. The first school age attendees we had seen. Larry Knechtel, whose father managed the old Auburn Airport and later moved to Crest Airpark, Keith Laird, and Terry Moore.

They quickly became regular members of the group. Keith and Larry moved on eventually, but Terry has been an integral part of our group ever since. Probably held every office several times and has been involved in everything we have done over the years. Eventually Jill joined us as well.

Having been one of the original organizers, I find it difficult to accept the reality of old age and the thought of how many of our members have departed. It is especially difficult to accept that one of our youngsters is gone.

If there is an after life , I suspect Terry is busy with the next model and looking for a baseball game.

- Norm Filer



GoodBye, Terry...for now

I first saw Terry Moore just before the turn-of-the-century, standing so tall while he conducted a meeting at the old Armory site. Later, it was explained to me how he came by the position and title of Prez-for-Life...over decades of service to the Chapter. I could identify, somewhat: when I first joined the Boeing Hawks R/C Club. I wrote a modest couple of articles for the newsletter...and somehow - with no further effort or convoluted campaigning on my part - found myself made Newsletter Editor, a position I held - that is, no one else would ever volunteer to take my place! - till the demise of the club. I conclude that any given organization has but a handful of 'movers and shakers', who do much of the work for the benefit of all. That was Terry.

My personal rapport with him began not long afterwards. At the Community Center, some entry being described at Show-and-Tell prompted a remark from him. I called him on it afterwards, and we laughed together at our total non-English incapacity to comprehend the Python-esque phrase:

“He's pinin' for the fjords.”

Besides normal interaction between member and Prez, we share some interest in Hollywood aviation. I suspect most other members do, too...though none of us prolifically build replicas of Silver Screen planes, as he did. But who else among you has Broderbund's Totally MAD® CD set? I was able to make him a printout of one of MAD's single-page movie scripts, made up entirely of cliché lines, instantly recognizable even if we can't quite place the original movie it came from. Among several, one was about the Great Hero in an Aviation Epic. I also found out he was a Beatles fan, so I printed for him MAD's take on such an aviation epic - starring the Beatles, with Ringo as its Monumentally Great Hero.

We can't help but regret our time with him - and several other former members - is over now. But there's a lesson for us to take. Our time here is limited and we shouldn't squander it, but instead enjoy and productively make use of what we have. 'Here and now' amounts to a school, with lessons thrown our way, good and bad, easy and hard. If you believe - as I do - promises made by our Redeemer two millennia ago, there are many places in the Kingdom of Heaven. We may earn such places for ourselves, if we absorb the lessons thrown at us. We can be sure to have sufficient time to study those lessons before we get our 'Final Exam'.

It's not morbid to predict that before the current century is out, every living member of our Club will have taken that 'Exam' and 'graduated' from this 'school'. I hope and believe we'll all be together again, if we use our time here to learn and take to heart our lessons...so we treat each other with kindness and respect...not just fellow club members, but also friends-and-relations, and everyone we come in contact with. If so, we'll resume enjoying each other's company, better and more than we can Now, with Terry in his ordained place as our 'Once and Future Prez-For-Life'.

- Scott H. Kruize

Terry was a modeling icon in the Pacific Northwest. He was one of the first to greet me when I started coming to meetings in the 90s. He was easy to talk to about a large variety of topics, including but not limited to: sports (especially baseball), bad (i.e. the best!) sci-fi movies, B-17s, bagpipes, vacuform and other horrific kits, politics, religion, movie aircraft, modeling of any kind really, etc., etc. He took great interest in our daughter Lisa's fastpitch softball career. His smile was ever-present. He touched many of us in innumerable positive ways. To say I'll miss him is trite and an understatement, but words often fail in these moments. Bluest skies, Terry!

- Tim Nelson

[The following photos are Tim's - ED]





IPMS SEATTLE PRESENTS

Spring Show 2023



Scale Model Contest and Exhibition

SATURDAY, APRIL 29TH

DOORS OPEN AT 9 AM

Contest Entries Close at 12 Noon

Awards at 3:30PM

- Model Contest with 75 Different Award Categories!
- EXPANDED PARKING
- Huge raffle!
- Vendor tables!
- Every junior entry wins an award!

Adult Entries: \$20 (unlimited) • Junior Entries: \$5 (unlimited) • Spectators: \$5



**MAKE N TAKE
FOR THE KIDS**

**HUGE RAFFLE
DRAWING ALL DAY!**

Categories, model registration forms available online at: <http://www.ipms-seattle.org/Springshow>

**Renton Community Center
1715 Maple Valley Hwy, Renton, WA 98057
15,000 SQ. FT. OF MODELS!**

From I-405, take exit #4, Renton-Enumclaw exit. At Maple Valley Hwy, drive east to the second light and turn right into RCC.



For additional information contact:
Rick Taylor at
show-coord@ipms-seattle.org
Designed by EagleMade Design • www.eaglemade.com

EVENT WILL BE CONDUCTED IN ACCORDANCE WITH ALL LOCAL AND STATE HEALTH DEPARTMENT REGULATIONS FOR COVID-19

Academy 1/35th Scale German Sd.Kfz. 173 Jagdpanther Ausf. G1

by Chris Martin

The kit builds up into a nice replica of the Jagdpanther Ausf G1. And while it has some odd points the overall look is spot on. The model is well detailed, but one must watch for option callouts for the different vehicles. The parts layout and build sequence is simple and straight forward.

The Jagdpanther G-1 was a dedicated tank destroyer based on the chassis of the Panther Ausf A. Armed with the formidable 88mm Pak 43 anti-tank gun, it first entered service in early 1944. Serving on both the Western and Eastern fronts, the Jagdpanther was capable of disabling any tank of the period, up to and including the heavily armed and armored Soviet IS-2. However, like many German innovations, it was too little, too late. With only 415 Jagdpanthers produced by the end of the war it appeared in too few numbers to make a difference in the course of the war.

What's in the Box:

8 sprues of tan plastic, including 4 for just the wheels and running gear.

4 sprues of black plastic for the tracks (all identical)

1 small fret of photo-etch for engine grills and handles

1 small sheet of decals, with markings for four vehicles

1 length of string (for tow cables)

2 8-inch by 11.5-inch fold-out instruction booklets (Manual 1 and Manual 2), each eight pages with Manual 1 covering steps 1 through 13 (assembly of the lower and upper hulls). And Manual 2 with steps 14 through 16 covering completion of the build, instructions for applying zimmerit, and four view images for camouflage and decal placement for the four vehicles that can be modeled.

A small single sheet flyer with cautions/warnings in Korean, English, French, German, Japanese, and Chinese.

A small flyer with basic (modeling) tools and instructions for applying water slide decals, in Korean and English.

A small flyer noting to check the parts list before unsealing (opening the bagged sprues), also in Korean, English, French, German, Japanese, and Chinese.

The instructions consist of two fully illustrated 8.5x11 fold-out booklets. The images are sharp and show the assembly as an exploded three-quarter view. The first booklet (Manual 1) is a 13-step assembly of the main vehicle. The second booklet (Manual 2) has three exterior finishing steps and



four-view painting guides for the four vehicle decal options provided. In lieu of any reference material in the instructions, I used TopDrawings No. 91, Sd.Kfz. 173 Jagdpanther from Kagero Publishing.

The first page of the instruction booklet has the pictorial symbol for the different callouts in the instructions. However, the text is in Korean only. This page also has the paint color callouts for Humbrol, GSI Creos (Mr. Color and Aqueous Hobby Color) Lifecolor, Testor Model Master (both enamel and acrylic), Revell (again both enamel and acrylic), Vallejo (model color and model air) and AK Interactive. Only the acrylics from Humbrol, Testors and Vallejo Model Air do not have all the necessary colors available.

The top of page two is a helpful direction on applying photo etched parts. The rest of the second page is construction of the main lower hull “tub” and attachment of the running gear.

Page three of the instructions is the attachment of the road wheels, idler wheel, and drive sprocket. Page four (Step 5) is the installation of the link-and-length tracks. Note that in steps 2 through 5 parts are called out as a number and a second number in parenthesis (e.g., A11(D38)). The number in the parenthesis is the part number for the opposite side of the vehicle.

Step 6, the lower part of page four, assembles and attaches the rear of the vehicle. Page five is the assembly and attachment of top of the upper hull and the main engine hatch.

Pages six and seven are attachment of exterior details for the right and left sides, respectively. Page six also includes attachment of details to the top of the engine deck and rear of the upper hull superstructure. Page eight is the end of Manual 1, and covers assembly and attachment of the main gun.

The first page of Manual 2 covers attachment of the upper and lower hulls, and attachment of the front fenders and side skirts.

The top part of Manual 2, page two is assembly and attachment of the tow cables. The lower part of page two is instructions for applying zimmerit and a four view image of zimmerit coverage. Pages three through seven are four-view images of the paint schemes and decaling for each of the four vehicles that can be modeled. The last page of Manual 2 is a parts map.

Things to consider before starting:

The kit comes with four markings options: two from Normandy in the summer of 1944, one from September 1944 in Germany, and one in Belgium also from September 1944. The biggest visible difference is the main gun and exhausts. The two Normandy versions share the same extra pipe exhaust, but one has the early “heavy” muzzle break while the other has the later “light” muzzle break. The September versions again share the later double pipe exhaust, while the Germany vehicle has the “heavy” muzzle break and the Belgium one the “light” muzzle break. Optional parts are clearly called out in the instructions. In addition, the decal sheet supplies three each of the numerals 1, 2, 3, and 4. So one has the option to pretty much model any G1 numbered vehicle as long as the numbers were red with white borders.

The hatches can be modeled open or closed, including the large rear door. Unfortunately, there is no interior detail provided, so the open hatches will at best serve as a starting point for super-detailing. While Jagdpanthers almost universally sported an anti-magnetic layer of zimmerit, you will need to add your own, if desired – the exterior surfaces come smooth in the box.

I start all my builds by scrubbing the sprues with an old toothbrush in warm water and dish soap (Dawn) to remove any residual mold release residue. Another thing to watch for is that many sprue attachment points are along the edges of the parts, so make sure that corners remain clean and square when removing mold seams.

Lower Hull, Wheels, and Tracks: Steps 1 through 4 cover construction of the lower hull “tub,” running gear, road and idler wheels, drive sprockets. Step 5 is assembly of the link-and-length tracks. All these steps are easy and straight forward. Note that in steps 2 through 5 parts are called out as a number and a second number in parenthesis (e.g., A11(D38)). The number in the parenthesis is the part number for the opposite side of the vehicle. So pay attention because it is not always a 1-to-1 match (as the above example points out).

To make painting easier I built the tracks as an upper and lower run so they could be removed after they dried. I also did not cement any of the road wheels, idlers, or drive sprockets so they too could be removed and the rubber road wheel tires could be painted separately. In Step 5 pay particular attention to the three notes as each side is not the same (there are differences in the number and placement of tracks for each side).

Step 6 finishes out the lower hull with assembly and attachment of the rear plate. Again note the option callouts for the exhaust based on the vehicle you are modeling.

Upper Hull: Steps 7 through 13 cover construction of the upper hull. Again building is easy and straight forward.

The instructions give the builder the option to have the hatches open or closed. But with an empty interior I built them closed.

Steps 8 through 12 cover the attachment of the exterior parts for the right (Steps 8 and 9) and left (Steps 10 through 12) upper hull sides. Steps 8 and 9 also include engine deck detail.

The only vehicle-specific options to be aware of are in Step 8, where the left side of the upper superstructure rear receives either a storage box (vehicle options 1, 2 and 3), or a radio antenna mount (option 4). Other optional parts are photo-etch replacements for handles, driver's visor, and gun cleaning tube mounts.

Pay attention in Step 13 as there are two main gun options depending on which decal version you are building. I really like the mechanism that Academy supplied for movement of the main gun. It is a double universal joint that allows the gun to move up and down, as well as side to side.

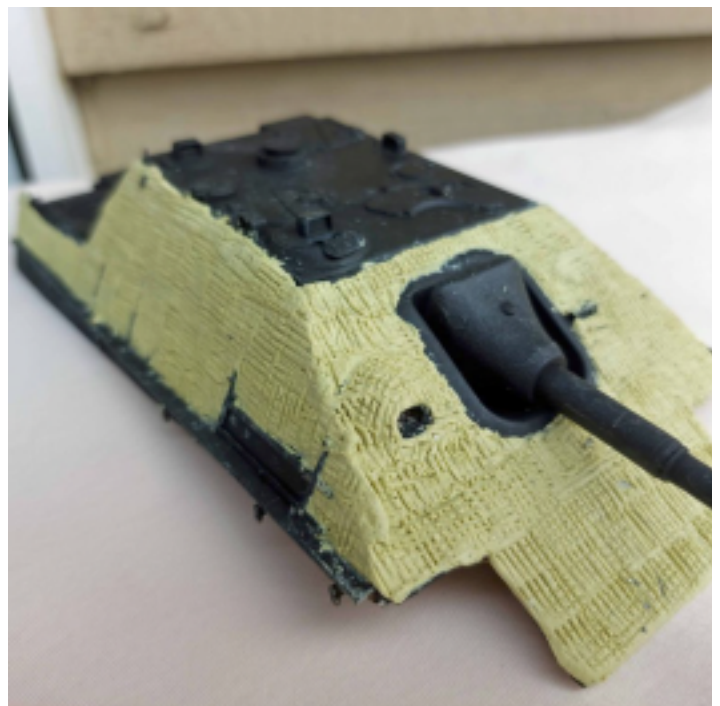
The first two pages of Manual 2 cover completion of the model. Step 14 joins the upper and lower hulls, while step 15 attaches the front fenders and side skirts. The top and bottom edges of the side skirts are beveled so, when attached, they have a scale thickness appearance. A nice touch. To further enhance the side skirts I also used a razor saw to deepen the join lines between the skirt pieces. It's not a big issue but in doing this on the top and bottom of the skirts I noticed that outside skirt joints don't match the inside joints.

Step 16 is the final assembly step, and consists of construction and attachment of the tow cables. String is provided for the tow cables. The plastic ends have a nice long, deep notch into which one can super glue the string.

Painting and Finish: The camouflage for all four vehicles uses the same three-color scheme of RAL7026 Dark Yellow, RAL6003 Dark Green, and RAL8017 Red Brown. The only difference is the pattern in which the three colors are applied. I chose to model vehicle 112 of 1./s. Pz.Jg.Abt. 654 in Germany in September of 1944. The colors are applied in moderate sized vertical squiggly bands. I used an online paint conversion chart to find which of the paints I owned matched with the paints called out.

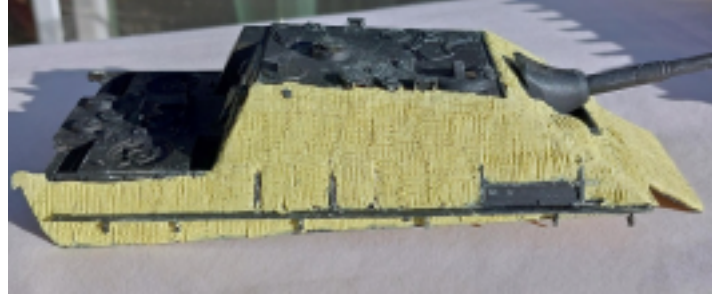
(Note: I thin all acrylic paints 50/50 with Tamiya Acrylic Thinner. I mix the paint in the color cup with a round toothpick stuck in the end to prevent the paint mix from pouring out. I fill and empty a disposable pipette until mixed. Then attach the color cup on my Grex Tritium TG3 airbrush and paint with the airbrush within an inch or two of the model at about 10 lbs. pressure.)

Zimmerit Coating: As noted earlier, all Jagdpanthers produced came with factory applied zimmerit antimagnetic paste. Unfortunately, this model is molded with smooth sides. So, if desired, you can add your own zimmerit. Page two of Manual 2 provides very good instructions on how to apply zimmerit with plastic model putty, as well as a four-view drawing of where it should be applied. One thing I noticed in the four-view drawings was that they show no zimmerit around the machine gun mantlet, or in a swath along the upper hull the width of the external tool racks. To me having an uncovered swath at about shoulder height seemed like a bad idea. And, while reviewing online period photos of Jagdpanthers it was clear that this area was indeed covered in zimmerit. The other application I questioned was zimmerit on the lower hull above the road wheels. It was not clear in any of the period photos I found whether this area had zimmerit or not. I



didn't bother because this part would be hidden behind the side skirts.

I used Milliput Standard two-part epoxy putty for my zimmerit paste. I made a pattern out of 0.030 sheet styrene alternating long pieces and shorter spacers. By a happy accident this little tool was roughly square in shape, so all I had to do was rotate it 90-degrees to get the "waffle" pattern I was after. This was my first attempt at adding zimmerit this way. And while it is not perfect, I'm not unhappy with the results. I found the hardest part of this method was getting the putty layer thin enough so that external detail would still stand proud of the zimmerit. That said, were I to build this kit again, I would purchase one of the numerous aftermarket zimmerit decals/PE sets. Much less messy and much easier.



My main take-away from this effort is to make sure that ALL external parts that you want on the finished model are FIRMLY attached BEFORE applying any putty.

Primer and Base Coat: The assembled tank, road, idler and drive wheels, tracks and tools were all primed with Krylon ColorMaxx Flat Black Primer. This product sprays on "fire-hose thick" but dries down to a tight coat that shows all the detail (and any flaws). Let the primer coats dry and de-gas at least overnight (though a full 24-hours is better).

After the primer coat dried, the superstructure, road and idler wheels, and drive sprockets were sprayed with Tamiya TS-3, Dark Yellow using a spray can. The front fenders and side skirts were yet to be attached so they too were sprayed Tamiya Dark Yellow.

Camouflage Coats: The camouflage pattern was applied using Mission Model Paints thinned 60% thinner/ 40% paint. The thinner included 10% polyurethane additive. In addition, I added about 5% Tamiya acrylic paint retarder to this mix. Mission Model MMP-0XX, Olivegrun served as the dark green, while MMP-012, RotBraun RAL2017 was used for the red brown. Both paints were applied with a Grex Tritium TG3 airbrush at about 10 psi. (Note: Best to work from light to dark colors.)

The interior of the rear hatch and some visible parts of the commander's and gunner's periscopes were painted Mission Models MMP-082, Eifenbein Interior White.

The tracks were painted with Tamiya XF-84, Dark Iron, with the connector pins and other areas picked out with Tamiya XF-9, Hull Red to represent old rust. This color was also used for the exhaust pipes. Other details were brushed painted before being attached to the model using Testors Model Master enamel Steel, Tamiya XF-85 Rubber Black for the rubber portion of the road wheels, and Tamiya X-10, Gun Metal for the hull machine gun barrel. Periscopes lenses were painted Tamiya X-18 Semi-Gloss Black before having a touch of Mission Models MMA-006 Gloss Clear Coat added to simulate glass. Finally Tamiya XF-60, Dark Yellow was used for touch ups and to paint small details such as tool clamps.

Once dry, I applied a coat of Humbrol Gloss Clear Lacquer from a spray can in preparation for decaling.

Decals: I used the Red and Blue MicroSol/MicroSet products to apply the decals without any problems. Once dry, I gave the entire vehicle a good coat of Model Master Gloss Flat Lacquer to seal the decals and prepare the surfaces for weathering.

I recommend this kit for any modeler with a few kits under their belt. The build was easy and straight forward and went quite smoothly. One needs to watch for parts that are specific to the vehicle version they wish to model, but these are clearly called out in the instructions. The biggest single issue I had was the application of the zimmerit. As noted above, were I to build this kit again I would avoid the trouble of making my own zimmerit and use one of the available aftermarket decal or PE sets.

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





Upcoming Events

from page 1

manufactured in the Puget Sound, or maybe a given factory (Tracy?). I was thrilled to see a complete display of US aircraft carriers, from the Langley to the Ford, at the last IPMS Nationals. Soooo Cool.

It seems to me that among our ever-growing mountain of plastic and resin treasures, some really unique ideas can be realized. It's certainly something to look forward to!

Thanks, and Model On!

Eric

IPMS Seattle 2023 Dues

Your IPMS Seattle renewal form is included below. Dues will be \$20, which includes monthly e-mail delivery of the newsletter. You can renew by writing a check to IPMS Seattle and mailing it to the address below.

IPMS Seattle Dues 2023

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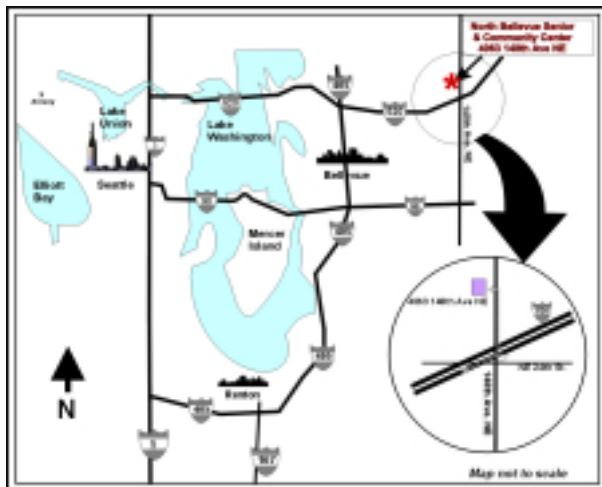
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[] **Please do NOT release my e-mail and phone information for distributed club rosters.**

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.



Next Meeting: February 11

10:30 AM to 1:30 PM

2023 IPMS Seattle Meeting Schedule

All meetings at North Bellevue Community/Senior Center except as indicated

- February 11
- March 11
- April 8
- April 29 - IPMS-Seattle Spring Show - Renton Community Center
- May 13
- June 10
- July 8
- August 12
- September 9
- October 14
- November 11
- December 9