



IPMS Seattle News Seattle Chapter IPMS USA October 2023



Letter From the President: Time to Stop Kidding Myself About Airbrushes...

In a few weeks I celebrate my 66th birthday, and roughly 50 years of modeling with an airbrush. Ok, somewhere along the line I discovered girls, cars, school, work, houses, marriage, kids... but modeling was always there, patiently waiting.

I received my first airbrush the same year I started driving, so into my life appeared a Paasche-H airbrush and a second-hand '64 Chevy Impala. At 16 years old, you can guess which one held my rapt attention, especially since only one of these sported a bench seat up front.

On through the years, cars came and went until they turned into commodities, at least for me. A way to get from there to there. As it turned out, out of pure ignorance, I thought of my airbrush in the same way. There was the one on my bench that is used for models, and then there were all these (real) artists painting (real) cars and motorcycles with airbrushes. I honestly thought, for years (!), that the Paasche-H was the only airbrush designed for modelers.

And so I mixed paint, and failed, and succeeded, and mixed more paint, and tried thinners, and different paints, and failed, and succeeded, and failed. Parts on my Paasche-H died and I bought replacements. There is a rubber O-ring that I didn't even know I needed until weeks (months, years??) after it had disappeared. What's even more astounding, is that I thought there was only one tip (#3) available for my specific airbrush – meaning all of my work resulted in getting what I needed out of a single tip – thin lines, thick lines, coverage – everything. I had actually lost the other two tips somewhere along the line and didn't know any better.



It wasn't until I was well into my 30's that I met other modelers, and started talking about airbrushes. Holy cow. What a wealth of knowledge, not just about airbrushing, but about everything model-related. Testor's was supreme in the hobby at the time, and so an Aztek airbrush 'system' pushed my old friend off the bench, at least temporarily. How much easier this was going to be! Just pick a color-coded tip and boom, modeling perfection. Yeah, no. A good idea; not so great in execution. And there was one serious flaw that would guide me through the next thirty years – my REAL modeling years. **Consistency.** If I use the same paint, and mix it the same way, and use the same settings, *why* would my experience be different? With the Aztek, it was, and more often than not. With the Paasche-H, which

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had become essentially an extension of my right hand at the booth, my painting experience was something I could count on, for every session. Meaning that 100% of my attention could be focused on technique, not the equipment.

Since then, I have finished roughly 250 builds – I know this because I can see them sitting in cases in my model room. Probably 200 of these were finished with the Paasche-H. With an increase in discretionary income that comes with age, I have also purchased more than a few high-end airbrushes, based on the promise of a better way, or a thinner line, or convenience, or whatever. With the exception of a pistol-grip Grex (which helps when my hands cramp up on large projects), I keep coming back to the Paasche-H, and for one reason only – **consistency**. I know this airbrush. I know what it doesn't like; and I know what I need to do to get a crazy thin line; or a delicate shadow; or just about anything a modeler can do with paint and air.



As a result, I have built up three Paasche-H brushes – one for each tip (#1, #3 and #5), which I use exclusively now through a manifold (see image). One of the these three that I use at the booth, believe it or not, is the original brush I got when I was 16 (!), with a few new parts. I have the Grex in reserve in case my hand acts up, but have sold off all my remaining collection of high-end brushes. **It is time to stop fooling myself when it comes to airbrushes.**

Easter Egg time – if you have made it this far, are new to airbrushing, and would like to own a Paasche-H for free, just let me know. As you can see in the image, I have quite a few available, while supplies last.

Thanks, and Model On! *Eric*

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McDonnell Douglas F-4B Phantom II

By Bob LaBouy



A Very Brief History the Phantom

One of the best introductory histories about the F-4B is on their Tamiya instruction sheets themselves, as copied below:

“A Record Setter”

The F-4 Phantom has an impressive resume: around 5,200 were manufactured during its production run between the early 1960s and 1981 - a record for a US. supersonic fighter jet- and they were also operated by 11 other countries. Originally design for use by the U.S. Navy the F-4B variant was conceived as a carrier-based interceptor without a fixed cannon but able to carry a daunting compliment of missiles.

Development of the Phantom II

After the Korean War, the U.S. Navy desired a carrier-based interceptor that could be used as a counter to the dangerous MiG-15. Meanwhile, the McDonnell Aircraft Corporation had already developed the F3

Demon, a subsonic single-engine, single-seater aircraft that had first flown in 1951, of which more than 500 had been delivered, and that thereafter served as the basis for a number of different aircraft designs. One of those was the twin-engine F3H-G, which inherited F3 design themes such as the low wing and left/right fuselage air intakes, plus the vertical fin and horizontal stabilizers positioned above and behind the engine exhaust. Inspiration was also taken from the F-101 Voodoo, which McDonnell



had developed for the U.S. Air Force. The Navy showed interest in repeated proposals from McDonnell presenting them with the F3H-G, on account of the stability provided by twin engines and ordnance capacity. Relatively large for a carrier-based aircraft, sporting a bulging

fuselage, and with the eye drawn to the sloping horizontal stabilizers, the design was certainly unique. Its maiden flight was on May 27, 1958 (the XF4H-1 prototype), after which it was preferred by the Navy to the competing single-engine, single-seater XF8U-3. It was nicknamed the Phantom II in a nod to the FH-1 Phantom, the first carrier-based jet developed by McDonnell.

Forty-five initial F4H-1 aircraft (which were later renamed the F-4A) were made, and later models underwent a number of design adjustments including an engine change. Those manufactured from Block 6 onward were known as the F-4B and were delivered to the Navy for deployment with live units; the first F-4B flight took place on March 25, 1961, and the last of 649 F-4B aircraft was delivered in March 1967.

Deployment

Delivery of the F-4B to live units began with the Navy Fighter Squadron VF-74 - replacement of their F-6A Skyrajs was complete by October 1961 - and extended to twenty-two squadrons that served with fleets. F-4Bs of VF-142 and VF-143 were the first Phantom II aircraft to see combat



action, in the aftermath of the Gulf of Tonkin incident in August, 1964; thereafter they would continue to see action in the Vietnam War: in June 1965 two F-4Bs of VF-21 shot down a North Vietnamese MiG-17 each, while F-4Bs accounted for a solitary MiG-17 kill in 1966 (claimed by VF-161), and six more in 1967.

Faced with evidence of low missile to kill ratios over North Vietnam, in 1969 the Navy set up the Fighter Weapons School (often known as TOPGUN) to more effectively train air crews for the rigors of modern air warfare; it was to bear fruit, as evidenced by the performance of F-4B and F-4J aircraft in Operation Linebacker. Linebacker continued between May 9 and October 23, 1972, and was the first concerted U.S. bombing campaign against North Vietnam since 1968. F-4 aircraft, which could operate "light" with only a single drop tank, recorded over twenty enemy kills during the operation, nine of which were MiG aircraft accounted for by units flying F-4Bs: VF-51, VF-111 and VF-161, despite the fact that from 1972 onward, the rise of the more advanced F-4J began to limit F-4B mission numbers.

In the latter stages of the Vietnam War, all MiG kills were attributable to F-4 aircraft, their crews using the expertise nurtured by TOPGUN to great effect as the Phantom II continued in its long, successful service life as the Navy's first missile-only fighter.

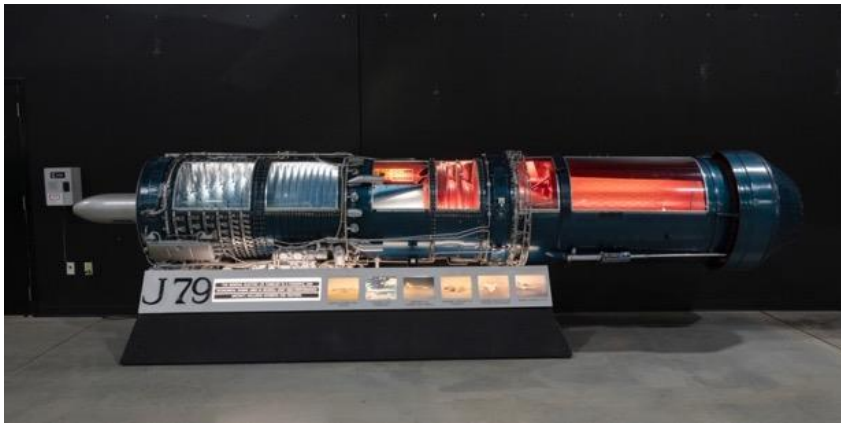


Photo: Courtesy of USAF Museum

Design and Ordnance

One significant factor in the success of the F-4 Phantom II was its powerful General Electric J79 engines, which were amply supplied by wing and fuselage fuel tanks. The solid, low wing design both eased the loading of ordnance and shortened the landing gear, which could be stowed in the wing. Its folding outer sections were angled up to improve roll, and

were a dogtooth design with leading edge extension to improve airflow. The Phantom II's tandem layout integrated the use of a Radar Intercept Officer (RIO).

One of the biggest differences from other contemporary Navy jets was the lack of a fixed cannon. The F-4B was the first carrier interceptor to solely use missiles: there were four semi-recessed stations for AIM-7 Sparrows under the fuselage, plus two stations under each inner section of the wing; a pylon could be attached to each inner station with launcher rails allowing loading of up to four AIM-9 Sidewinders. The AN/APQ-72 radar was later joined by the AN/AAA-4 infrared search and track pod to assist with tracking targets, and some also had the AN/APR-30 antenna.

From 1967, the F-4J appeared, endowed with upgrades to engine, radar and more.

Available Online Resources

There are several more definitive articles online covering the development of the F-4 aircraft (including the F-4B variant) at Wikipedia: (https://en.wikipedia.org/wiki/McDonnell_Douglas_F-4_Phantom_II), the USAF Museum (<https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196051/mcdonnell-douglas-f-4c-phantom-ii/>), and several great YouTube videos: F-4 Phantom: The Original Top Gun Fighter Jet (<https://www.youtube.com/watch?v=gXnIFBsEyGo>), 5 Things You Never Knew

Building the F-4 Phantom

Scalemates' Tamiya Instruction sheet, which will provide a great deal of information about the process and step-by-step instructions is available via their website.

About the F-4 Phantom (<https://www.youtube.com/watch?v=lxvkg4h53yU>), 1972 Ron "Mugs" McKeown F-4 Phantom Tumble | DCS WORLD Reenactment (<https://www.youtube.com/watch?v=qywjWphNk9k>)

and numerous 'build' articles about this specific kit.

This Kit

This model of the Tamiya F-4B is an outstanding kit, providing the modeler with very fine details and engineering throughout the kit's assembly and construction and clearly is indicative of the later Tamiya kits. An aspect of most Tamiya kits is that they are well known for their attention to details and fit. The parts match each other and fit well to the other kit surfaces beautifully. The various flaps and control surfaces each seem to work well in any of the configurations. This is evident whether detailing the wing



folds, speed brakes, flaperons or canopy sections. It is a complex and impressive kit in the large number of parts, including 24 pages of instructions with 63 individual steps. I was pleased to there are few, if any 'Optivisor parts' which my aging Mk I optics couldn't deal with.

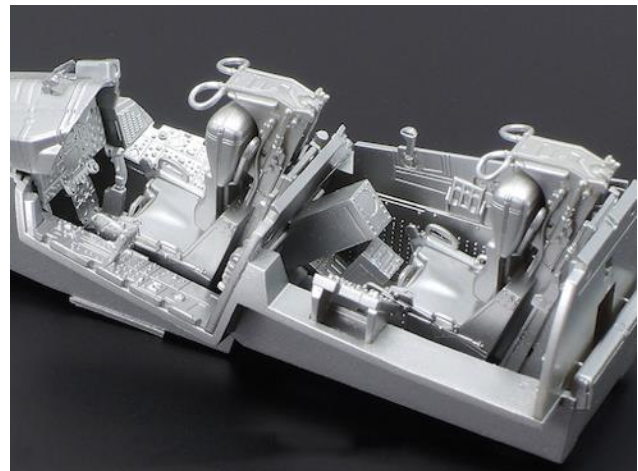
One area that puzzles me is that Tamiya continues to provide one single sheet from which you must carefully cut out the various sections for masking the canopy sections. This fails to provide either the single or double side, laser cut options

available from after-market manufacturers such as Eduard, ASK or Furball. Another place I chose to add to the kit was in dash and various control consoles; I used the babibi sheet from Turkey and had looked at several others currently on the market.

I chose the F-4B markings scheme 'C' showcasing VF-161 CAG 'Chargers' aircraft and markings. This is the aircraft which was used for one of two MiG kills for (then) LCDR Ronald E. McKeown and LT John C. 'Fingers' Enschede, call sign "Rock River 112." As a strictly personal note, I once was the guest of Joe Bellino and saw he and fellow midshipman McKeown route the then number one ranked University of Washington Huskies (17-3). Though only a high school junior at the time, I followed Navy team closely and was pleasantly surprised as McKeown and Enschede were recognized with Navy Cross citations.

The Build

The construction of this kit is pretty much straight forward. The instruction booklets 23 pages is informative, including a color reference section and two separate 2-page full color sheets covering both the kit's three profiles and covering only the generic stencil details. Possibly a sign of my age, but I have noticed that my much earlier practice of just opening any new kit and using my intuition to guide me through the basics of the kit's assembly, has now given way to first reading and then following the instructions step-by-step. I also find myself carefully reading and rereading the kit instructions (another sure sign of aging and possibly maturing....or is that only when cheese is involved?). I digress again. Recommend reading the instructions carefully and follow them step-by-step (I also now check off the steps and place small check marks as I progress through the steps). These precautions may also because many of the kits contain such many details, parts, and steps for the construction of the kit.



There are many after-market parts, pieces, and conversions 'fixes' intended for the Tamiya F-4B, each of which are geared to enhance your build. While many are competitively priced, I feel none are necessary and in total will double or even triple the basic kit cost should you choose to allow yourself to fall for it.



Painting

I completed the painting using AK Real Color Paints; Insignia White (RC222), Light Gull Grey (RC220) and Mission Models acrylic Worn Black Grey Tires (MMP-105). Some smaller (such as handles) were picked out using the appropriate colors. I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426. I completed my overall final finish using Testors Dullcoat Lacquer (#1160).

Since my original post, I've begun to use Mr Hobby Aqueous colors, numbers H1 (gloss white), H21 (off white), H51 (light gull grey) and H325 (grey). The advantage is that these are water based and can be cleaned with water and or be thinned with their acrylic thinner T110. Either of these two paint approaches saves one from attempting to mix the colors called out for the two-color tones called (e.g., X-11:1 and XF-56:1), which I have always found difficult to match.

Decals

There are three decal sets included with the Tamiya kit: (A) VF-51 'Screaming Eagles' CAG aircraft, (B) VF-111 'Sundowners' and (C) VF-161 'Chargers' CAG aircraft. As I would agree either the 'A' or 'B' option are arguably more colorful choices, I chose the 'C' markings for personal reasons (as noted above).



I have tried several types of setting solutions, though I continue to return to Microscale's Micro Set as

my favored type. I also find that Walther's Solvaset is my favorite for my final coating and often use two or three applications to ensure that all surfaces are snug and show no bubbles.

Overall Evaluation

I highly recommend this kit of the F-4B Phantom. The Tamiya kit builds into a beautiful representation



model of the Phantom and provides basis for the full range of these important aircraft and stands as the current standard for this type.



Sd.Kfz.2 Kettenkrad

By Scott Hollingshead



Introduction

Zoukei-Mura is a name recognizable to many aircraft modelers, mostly for their incredibly detailed 1/32 and 1/48 scale planes. Their first offering in the armor genre, or Super Weapons Series, was the 1/32 scale Kleines Kettenkraftrad (typically shortened to just Kettenkrad). This kit includes markings for use of the vehicle by the Luftwaffe to tow planes in the later stages of WWII and will look great alongside any of the 1/32 scale German aircraft offerings from Zoukei-Mura.

The idea of a tracked motorcycle was conceived by Heinrich Kniep in 1939 as a vehicle that could move small loads over rugged landscapes and first entered service in 1941. Produced by NSU Werke initially, Stöwer Werke would later add to the construction of over 8,000 of these vehicles by 1945. While one of the most recognized vehicles from the movie "Saving Private Ryan", the Kettenkrad was used by the German army and air force in various roles until the end of the war. Production of the Kettenkrad ran until 1948 by NSU with many of the war survivors and new vehicles being used on farms.



The Kit

Even though introduced in 2010, this kit holds up great to any current model kits and there are aftermarket items such as three different Luftwaffe figure sets (SWPS01-F01, F02, and F03), a photo-etched parts set (SWPS01-M03), a trailer (SWPS01-M01), a power supply cart (SWPS01-M02), and a paint set of Vallejo colors (SWPS01-C01) all being available. For this review I am looking at the Kettenkrad kit on its own, which arrived with two tan plastic sprues holding 50 parts in total, a decal sheet, and a single sheet of paper folded in half for the instructions and painting suggestions.



Construction was straight forward and logical in its sequence starting with the engine, transmission, and exhaust then ending with the attachment of the front wheel assembly, driver's seat, and brackets (used to install a cover over the driver's compartment). I will eventually build another one of these kits (that should be a testimonial in itself) and will open the engine cover when I do as the engine is obscured once everything is in place. I painted my vehicle using Model Master Acryl Dunkel Gelb, Ammo by Mig Track Color, Stynylrez Black, and Vallejo Dark Rubber. I used Vallejo products to add some weathering once the construction was complete. I also tried out some UV resin to create the "glass" over the vehicle instruments.

My hits for this kit were the minimal mold lines and lack of flash on the parts. I liked the tracks being split in half (sort of) down the center with the track pads all being on one side, which eliminated a seam when joining the halves together. The decals are great as there are markings for three vehicles included (two army and one air force) with individual numerical decals available to replicate any vehicle tags. The



completed kit looks great on its own, but I may consider adding the photoetched set when I build a second Kettenkrad. I had no misses to mention for this kit. There was a slight gap on the sides of the front plate (part A9) when it was installed, but this was easily fixed with some Vallejo putty.



Conclusion

In conclusion, this is really a wonderful kit, and I highly recommend it to modelers with some experience



(due to some small parts) wanting to add a 1/32 scale Kettenkrad to their collection. The detail is all very good, and the kit allows you to produce a nice-looking model out of the box. My thanks to the people at Volks USA for providing this kit to IPMS USA for review, and to Phil Peterson for allowing me to perform this evaluation! As always, I sincerely appreciate the folks behind the scenes at the IPMS Review Corps and those who read this review!

I Build the World's Rarest Tank Model

By Dave Hansen



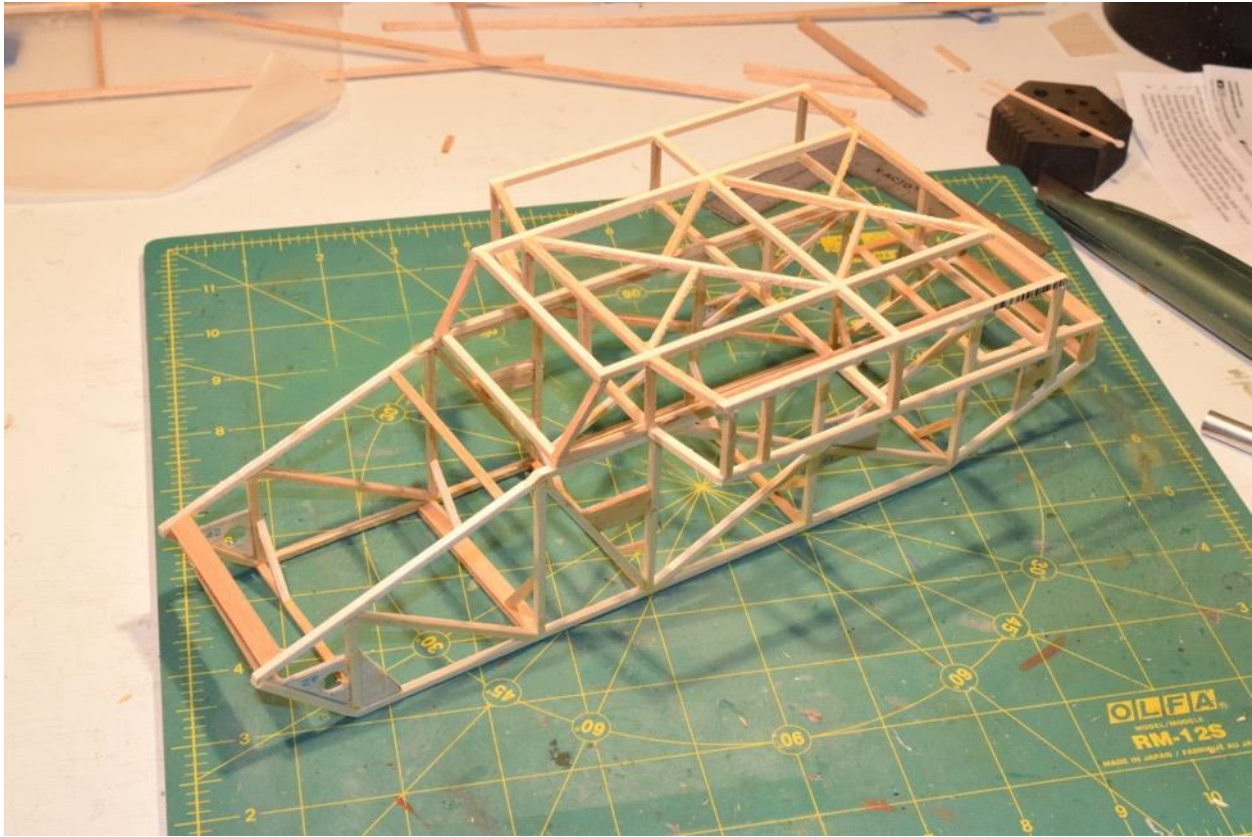
Reading the title, my guess is that you have two questions. The first is “so what model is it?” The second is “so what makes it the rarest?” I will answer those questions, and it is also my guess that your response will be “you’ve got to be kidding.”

The model is the simply called “U. S. Army Tank,” manufactured by the Whitman Publishing Company of Racine, Wisconsin, in 1941. The company was a force in the late 1930s and 1940s, primarily through its extensive series of stick and tissue aircraft kits as well as solid model kits, usually marketed under the name Ace Whitman. There were over 130 aircraft kits, three ships, and one tank, that being the rarest tank model that is the subject of this article. The inspiration appears to be the M2A1 light tank although the model features a number of distortions that make any identification short of positive.

As far as rarity is concerned, there are several factors. Age is one; 1941 is early for a model tank kit, although there are some that are earlier (and more accurate). The unique method of construction is another; true to its origins in a company that made stick and tissue aircraft kits, the Whitman tank builds up from a stick frame that is covered with printed paper. But most of all, there just aren’t that many of them around, in fact, this is the only one that I have seen in many years of chasing wood model tank kits. For a long time, I thought I shouldn’t build it because it was so uncommon. Wise fellow modelers counseled me otherwise: build it or someone else will when I’m no longer around.

The kit comes in a large box with an illustrated plan sheet, a fist full of balsa sticks for the hull framework, balsa sheet for the running gear, and printed paper sheets for the hull cladding and small details. No scale is given, but it works out to be about 1:14 based on drawings of the M2A1 in Hunnicutt’s *Stuart, A History of the American Light Tank*. I made a copy of the plan sheet for the first

step and covered the outline for the framework with wax paper. I then began gluing together the various lengths of stick that made up the sides. I moved on to the front, rear, and bottom, and then brought them all together in a complete skeleton. It was bizarre and cool all at the same time.

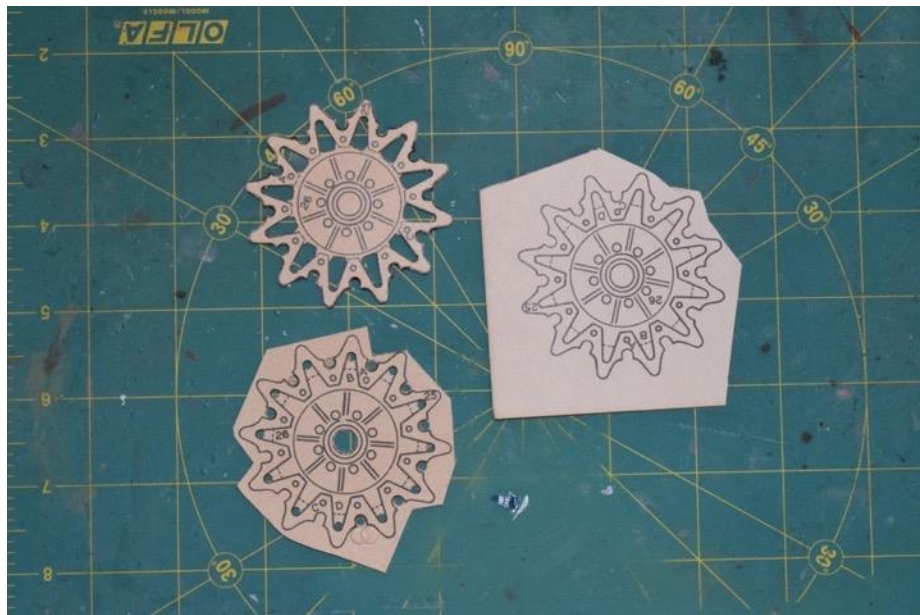


I ran into some of the many shortcomings of building old kits when it came to applying the pieces of card to the frame. They most likely had their origins at a drafting table with a triangle and T-square, and the result was predictable. The dimensions were a little off, some pieces being a bit too short and others too long. I trimmed what was too long but I couldn't do much about what was too short. I put it all together as carefully as I could, leaving a solution for the gaps caused by the too short pieces until later. I made a new front visor plate from card when the original did not match the size of the openings on either side of the front plate.

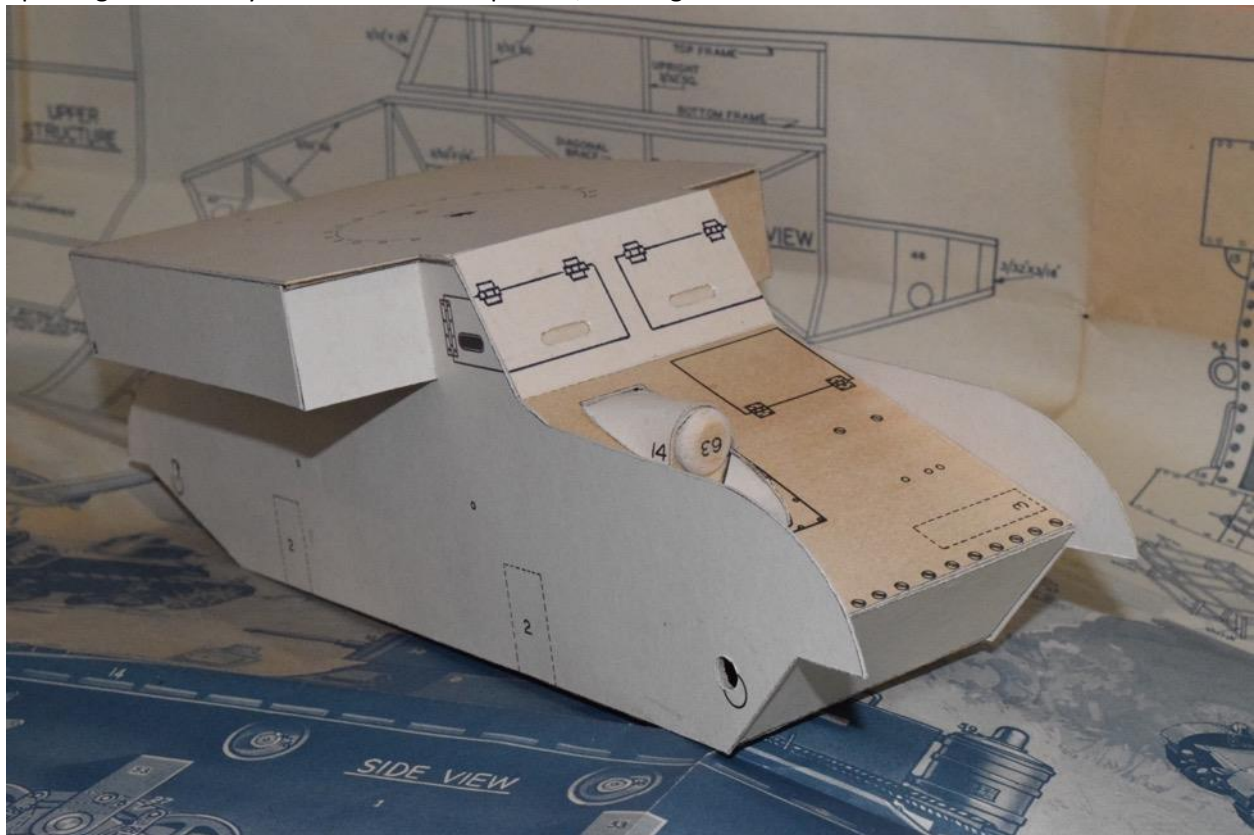


Next, I shifted to the running gear. The bogies were made up from both balsa and card elements and the instructions were direct - cut out all the parts and glue them together. Well, yes and no. To sit right and to look right, all the pieces of each bogie had to be correctly lined up, but there was none of the familiar joinery in plastic kits that helps us keep everything in place. I assembled all four bogies

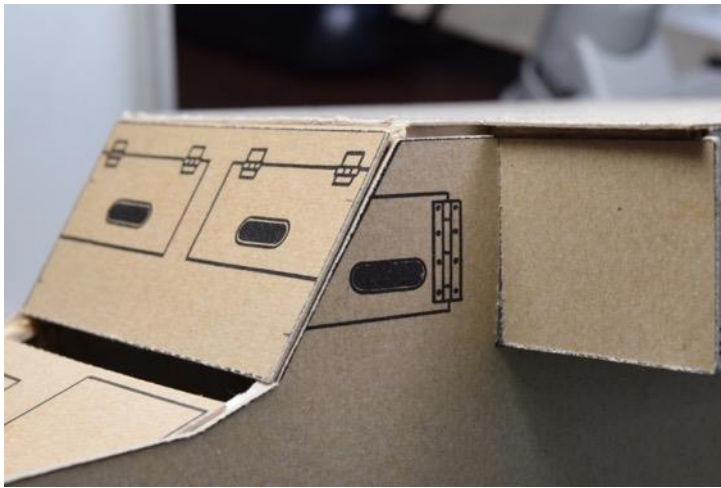
with the help of a small square and tested the fit frequently to avoid wonky construction that would throw off the alignment. The bogie wheels were made up of 1/16th inch balsa discs that were to be wrapped with two plies of card to make up the tire. I thought the balsa was too flimsy to hold up under the process of shaping the tire so I reinforced each disc with narrow ribs along the spokes for strength.



It also added a bit of detail that improved the look of the wheels. Assembling the bogies was labor intensive and the same was true for the drive sprockets. Each of the four sprockets (inner and outer halves, two per side) had to be cut from card using a hole punch for the concave shapes and an Xacto knife for everything else. It took a lot of time, much measuring back and forth, and a big chunk of patience to get sprockets, bogies, return rollers, and idlers more or less lined up straight and ready for the tracks. Not perfect, but as good as I could make it.



A strip of cloth tape served as the base for the tracks. Balsa squares were the track shoes and it was a simple task to glue them to the tape. I glued together the overlapping ends of the tape and hid the joint under the bogies, where it is barely detectable.

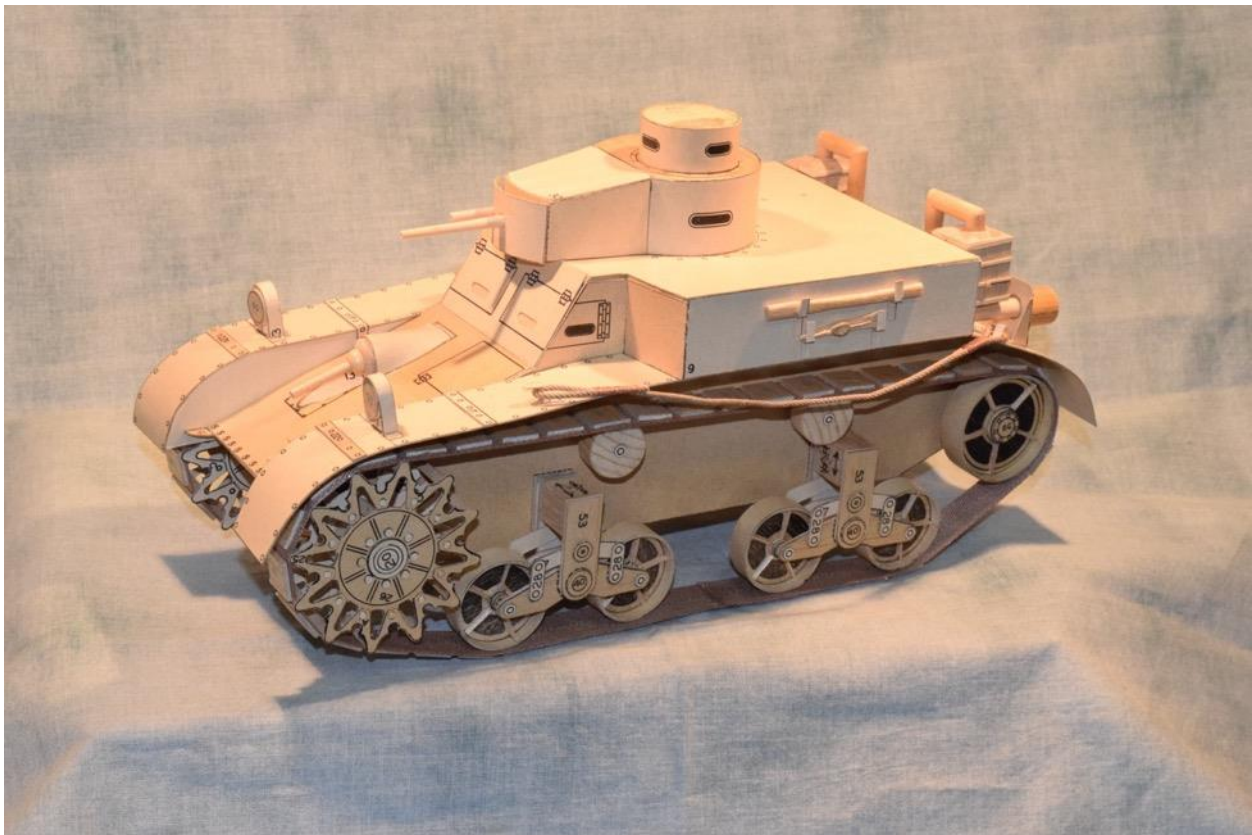


And those gaps that I mentioned earlier? They became much less noticeable as the build progressed and became more elaborate.

I decided to leave the finished model unpainted to better show its construction and to retain intact the details that were printed on the card sections of the hull and turret. The decision adds to the character of the model as a strange example of scale armor from years past: the hull is much too narrow, the turret is

oddly shrunk, the sprockets are much too large, and the rear of the hull is completely wrong. The whole impression is that it is the conception of someone who had never had any contact with the real thing. The vocabulary of the instructions supports that idea; for example, the sprockets are called “cog wheels,” the return rollers are “slack wheels,” the track is an “endless belt,” and details like headlights, tools, and a siren are referred to as “decorations.”

The end result is big, and with a length of 12 inches, it dwarfs its neighbors on my display shelf. For an outfit that made its mark with airplane models, the U. S. Army Tank was a unique departure for the Whitman Publishing Company and clearly an odd duck with a look all its own.



Nautical (& Other) Oddities South of the Equator Part 1

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 I covers South America & Antarctica. Part II, next month, will visit Australia & New Zealand...



Photo 1: Antarctic exploration ship Uruguay, Buenos Aires, Argentina Photo 2: Maersk Lima, Buenos Aires, Argentina



Photo 3: Uruguayan Navy vessels ROU 26 Vanguardia (salvage and marine research ship) and ROU 04 General Artigas (replenishment ship)



Photo 4 – Main battery rangefinder from German “pocket battleship” Graf Spee, salvaged from site where it was scuttled on 17 December 1939, Montevideo, Uruguay

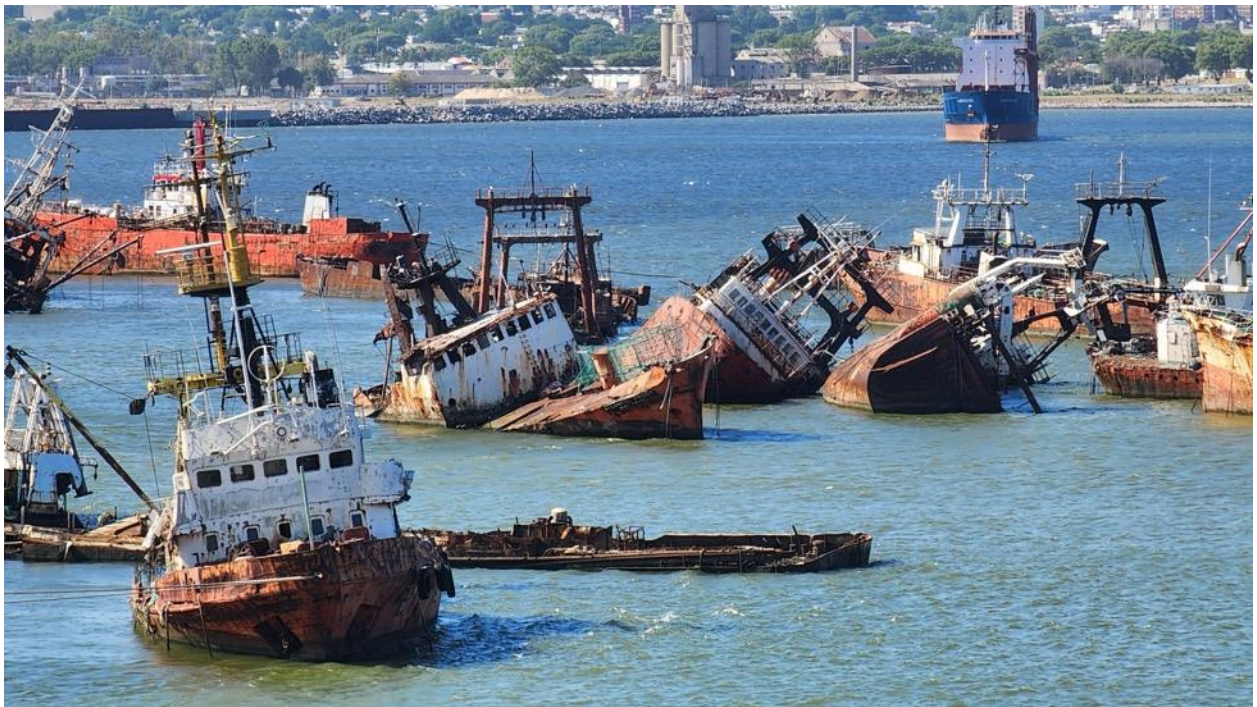


Photo 5-Derelicts, Montevideo Harbor, Uruguay



Photo 6-Brazilian Navy icebreaker and oceanographic research ship Ary Rongel (H44), Punta Arenas, Chile



Photo 7-Monument to Capt. Luis Alberto Pardo Villalón and bow of his Chilean Navy cutter Yelcho, rescuer of Ernest Shackleton’s men on Elephant Island, August 1916



Photo 8-Shackleton Expedition exhibit and model of Yelcho, Museo Maggiorino Borgatello, Punta Arenas, Chile



Photo 9-Large model of Yelcho, Museo Nao Victoria, Punta Arenas, Chile



Photo 10-1:1 replica of Ferdinand Magellan's ship Nao Victoria, Museo Nao Victoria, Punta Arenas, Chile



Photo 11-1:1 replica of Charles Darwin's ship HMS Beagle, Museo Nao Victoria, Punta Arenas, Chile



Photo 12-Darwin doppelganger disembarking from 1:1 replica of HMS Beagle, Museo Nao Victoria, Punta Arenas, Chile



Photo 13-1:1 replica of Ernest Shackleton's modified HMS Endurance lifeboat James Caird, used for an epic 800 mile sea voyage from Elephant Island to South Georgia Island, 1916, Museo Nao Victoria, Punta Arenas, Chile



Photo 14-Chilean Navy armed fleet tug Galvarino, Beagle Channel, Strait of Magellan



Photo 15-Argentine Icebreaker ARA Almirante Irizar, Ushuaia, Argentina



Photo 16-Offshore Patrol Vessel ARA Bartolomé Cordero, Ushuaia, Argentina



Photo 17-Polish research ship, Henryk Arctowski Base, Admiralty Bay, King George Island (South Shetland Islands)



Photo 18-Point Wild, Shackleton Expedition camp for 4.5 months and rescue site, Elephant Island (monument to Capt. Pardo and Yelcho is small object on narrow peninsula)



Photo 19-Wreck of Argentine CH-47 Chinook, Mt. Kent, Falkland Islands



Photo 20-Monument to 1982 Falklands War, Stanley, Falkland Islands



Photo 21-Model of Handley-Page Victor and Avro Vulcan in 1982 Black Buck missions, Historic Dockyard Museum, Stanley, Falkland Islands



Photo 22-Model of supply ship Atlantic Conveyor (later sunk by Exocet missile), Historic Dockyard Museum, Stanley, Falkland Islands



Photo 23-Monument to 8 December 1914 Battle of the Falkland Islands, in which HMS Invincible, Inflexible & others destroyed SMS Scharnhorst, Gneisenau & others, Stanley, Falkland Islands



Photo 24-Detail, monument to 8 December 1914 Battle of the Falkland Islands



Photo 25-Outer harbor, where HMS Invincible, Inflexible, and countless other large vessels have anchored over the years, Port Stanley, Falkland Islands



Photo 26-Wreck of the Jhelum, abandoned in 1870 after suffering damage during transit of Cape Horn, Port Stanley, Falkland Islands



Photo 27-Korean squid jigger (which use light arrays to lure squid to the nets), Port Stanley, Falkland Islands



Photo 28-Wreck of Charles Cooper, used as a warehouse after being deemed unseaworthy in 1866, abandoned in 1968, Port Stanley, Falkland Islands



Photo 29-Last but not least (and technically Northern Hemisphere from another journey in October 2022), this is a German-built Type 209 submarine of the Colombian Navy, Cartagena, Colombia

Other Modeling from Around the Sound...

Local Shows Coming Up



present

"MID-VALLEY MADNESS"

SCALE MODEL SHOW AND CONTEST

Saturday, October 21, 2023

Willamette Conference Center (Part of the Linn County Expo Center)
 3700 Knox Butte Rd E • Albany, OR 97322 • www.lcfairexpo.com
 11+ hotels within 2 miles (see map) • RV parking available on site

Scale Model Contest • Prizes • Raffle • Vendor Tables

All Ages & Skill Levels Welcome • Wheelchair Accessible

Categories include: Aircraft, Armor, Automotive, Ships, Real Space, Sci Fi, Gundams & Mechas, Fantasy, Figures, Dioramas & Display Only

This Year's Theme: "Sharkmouths"

Anything shark-related: sharkmouth nose art on any aircraft or vehicle, vehicles named after sharks, even actual sharks!

Join Us Online: [Facebook.com/groups/MidValleyModelers](https://www.facebook.com/groups/MidValleyModelers)

For Vendor Info, e-mail Colin Harmsworth at: harm1730@msn.com

For Show Info, e-mail Doug Reed at: dreed750@gmail.com

SCHEDULE	
Vendor Setup	7:30 am
Doors Open	9:00 am
Contest Deadline	Noon
Awards	3:30 pm
ADMISSION	
Spectator only	\$5
Contest entry	\$5 + \$1 per model
16 & under w/unlimited models	FREE
<i>Cash only, please</i>	
Vendor Tables	\$25 ea.

From Portland, take I-5 exit 234A and turn right onto 99E

From Eugene, take I-5 exit 234 and turn right onto Knox Butte Rd.

From Corvallis, follow 99E onto Knox Butte Rd.

For all, turn south onto Expo Hwy NE.



Contest Rules and Notes: IPMS rules and guidelines apply to contest and judging. Judges will determine final model category and placement. Judges may add or delete model categories where appropriate. No sweeps rule in effect. The decisions of judges are final. Rules and notes may be amended at the discretion of judges and show organizers.



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.

October 14

November 11

December 9

January 13, 2024

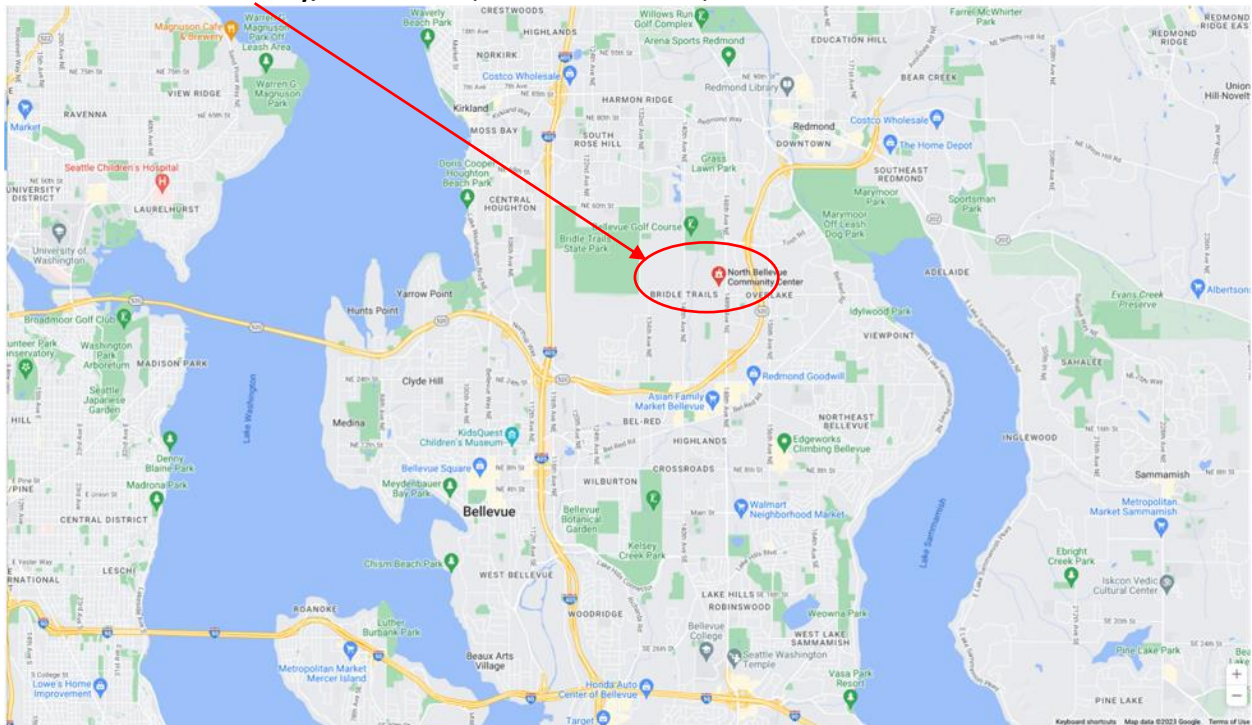
Next Meeting: October 14 – 10:30 AM to 1:30 PM

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/>)