



IPMS Seattle News

Seattle Chapter IPMS USA

April 2024



Going to the Nationals

(President's Note: Hi All – I am swamped with moving this month, so I thought I might try to generate some interest in attending the (Madison WI) IPMS Nationals this coming summer by running the show review I wrote at the time. FUN!)

IPMS 2014 National Convention

A blink of an eye. That's how long it took me to transition from *Father-Boyfriend-Programmer-Umpire* to *Kid* again. A kiss and a hug from Jackie and I was off to the center of the modeling universe – the IPMS National Convention – the only Daddy-vacation I ever get. Five days of nothing but selfish, modeling indulgence. Oink!

I had three new modeling magazines loaded on my tablet, the latest hardcopy of FSM, and three Game of Thrones episodes waiting on my Kindle – all part of a 21st-century-version of vacation busywork that would see me though the long flight out to Hampton, VA and back. That and the witty repartee traded with my traveling buddy and fellow long-time convention enthusiast, Andrew Birkbeck. We were in luck this time - the seat between us was the only empty seat on the plane both there and back – a good omen!

A quick switch in Philadelphia and we flared onto the runway at Newport News, whisked up soon after by fellow club member Tim Nelson for the short drive out to Hampton. Tim had been there for a few days visiting Kill Devil Hill, among other sights in the area. Andrew and I were supposed to buy him some beers for driving us but he'd already stocked his room with same so we were invited up.

Normally the West-East time change would catch us dragging, but this was the Nats, baby. A quick bagel for breakfast and we were walking the 10-minute, 1,000-yard trek to the venue – a walk we would become quite acquainted with over the following days. The convention center was *huge*, new, and air-conditioned. Separate rooms the size of aircraft hangers sported the model display and vendors, with two more well-appointed breakout rooms held the seminars.

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IPMS Seattle Chapter Contacts

President	Vice President	Treasurer	Newsletter Editor
Eric Christianson 425.591.7385 ModelerEric@Comcast.Net	John DeRosia 425.353.2488 johnDeRosia2015@gmail.com	Fuzhou Hu 412.215.7417 fhu.ipms@gmail.com	Elbert Lin 971.227.6272 elblin@comcast.net

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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. 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.

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We need your content! You are encouraged to submit material for this newsletter to the editor. Anything related to our hobby, be it model reviews, tool reviews, subject stories, museum tours, let's see it! We 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. Any Word or text document is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files. Articles can also be submitted via e-mail, to the editor [email address](#). Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please email 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.

Seattle IPMS Website and Facebook Page

[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/)

(Editor's Note: We are running this piece again as it's not too late to volunteer! Please consider doing so, you will feel better about yourself, your place in the world, and achieve inner peace. Not to mention helping your fellow club members put on the best show in the country.)

IPMS Spring Model Show April 2024 We Need You!

By John DeRosia

Are you excited yet about the big IPMS REGION 7 Model Show [April 27](#) right around the corner? Yes? Well, I am too!

I have been the Registration Grand Pooh-Bah (*Editor's Note: Defined in Webster's Dictionary as "a person in high position or of great influence"*) and enjoy working to bring this show a very successful event for both modelers and spectators alike.

The big question is: Why have the past shows been so great for everyone? One answer: **VOLUNTEERS!**

We need you! Yes – **YOU!**....no, don't look at the TV right now, glue more model parts, or cut the grass! LOL! Think about it. Be part of the volunteer force that will make this event very enjoyable to all – including you.

Here are a few thoughts of things that could happen if we don't get enough volunteers to help out:

1. Fewer volunteers means the workload on those that do help will increase.
2. Members 'in charge' of Show Chair, Judging, Registration, Make-n-Take, Raffle etc. will not have any time to go around and look at all the awesome models on the tables.
3. Delays for those registering models or entering just to look – makes for frustration and negative talk. Yikes!
4. *Grumpy faces* versus 'happy hello glad you are here' type smiles.
5. Yes.... many more to list.....etc....etc....

Good news! **There is a simple solution!**

You! Yes – consider volunteering. Most volunteers work for 1-2 hours. **That's it!** Many who enjoy helping work even more time. Think of all the time that leaves to drool at the models and spend tons and tons of your money at the bazillion gillion (*Editor's Note: A bazillion is an unspecified and exaggerated number. While it is not a true ordinal or counting number because it is not a specific quantity, we can use bazillion to describe a huge number of things*) models and items for sale at the vendors that will be present.

Even better news. **You NEED ZERO EXPERIENCE!** You will be shown what/where/how to help the group you help out. I know the Head Judges have one of the best 'teaching you how to judge' volunteer classes before you actually go out on the floor to judge.

One other thing I have noticed in the past years. IPMS members have their partners, teen/adult kids also help out. Do you have a friend that may also be able to help? Talk to them and explain they will be

among some of the best miniature themed people on this planet. Yes – right here in the Seattle area. How awesome can that be!

Some of the volunteer groups even provide refreshments for those helping. Coffee, cookies, donuts etc. Cost = FREE! What a great deal. LOL!

I already know Seattle IPMS members, the NWSM and other regional model group people will come through to help make this show a huge success. Come join us and **be one of us!** Sign up at the [monthly meeting](#) or contact the show chair [here](#).

C U at the show and we will have ‘tons of plastic fun’! Success to all! YEAH

IPMS Seattle Spring Show 2024 Key Links

[Website](#)

[Location](#)

[Categories](#)

[Registration Forms](#)



IPMS SEATTLE PRESENTS
SPRING SHOW
2024
Scale Model Contest and Exhibition
SATURDAY, APRIL 27TH
DOORS OPEN AT 9 AM
Contest Entries Close at 12 Noon
Awards at 3:30PM

- Model Contest with 75 Different Award Categories!
- 15,000 Sq Ft of Models!
- Huge raffle!
- 70 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
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 KabinMade Design • www.kabinmade.com

IPMS PACIFIC NORTHWEST REGION 7 REGIONAL SHOW

MiniArt P-47D-25RE Thunderbolt Advanced Kit

By Bob LaBouy



A Very Brief History the P-47

A great deal of information and data is readily available online about the legendary P-47, often referred to as 'Juggernaut' or just the 'Jug.' The thousands of women and men working around the United States produced over 15,683 P-47s with the P-47s accounting for over astounding 7,000 enemy aircraft losses, 86,000 railway cars, 9,000 locomotives, 6,000 armored fighting vehicles and 68,000 trucks. You can easily spend hours reading about the exploits of the P-47 and many of the well-known pilots who flew them. The P-47's maximum weight capacity was almost 17,000 pounds, compared to the P-51's at 12,000 pounds, an increase of approximately 5,000 pounds or 41% more than the Mustang. It's eight .50 caliber guns carried 3,500 rounds compared with the 1,840 rounds for the P-51 (a whopping 90% increase). Take a few minutes to digest those numbers and you'll quickly come to the realization that the P-47 was one of the key successes in our World War II efforts.

These and many other statistical and aircraft development facts can be found at:

[The Smithsonian site](#)

[Wikipedia site](#)

[Air Force Museum site](#)

[Detail & Scale P-47 Thunderbolt book](#)

Another very interesting source of information can be found in Tom Cleaver's article, which provides specific color data: ["Gabreski's P-47 – another take"](#)

Along with there are numerous YouTube videos which you can easily immerse yourself in and decide how you wish to construct your excellent MiniArt P-47D kit.



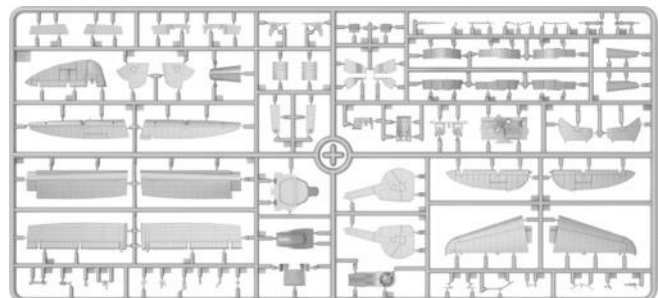
This Kit

This is a large and impressive kit. This may be the first kit in the P-47 family that is produced, and [MiniArt](#) has subsequently issued with several other basic kits as well. As you open the box you'll find twenty-one sprue sections, two decal sheets, a clear sprue section and a large photo-etch fret—there is a lot of plastic and as in other MiniArt kits a lot of material to read and contemplate. It is a tribute to the tenacity of the Ukrainian company can even produce any kits while their country is waging a costly war against Russia; nevertheless, despite the naked aggression MiniArt has continued to produce such high-quality kits.

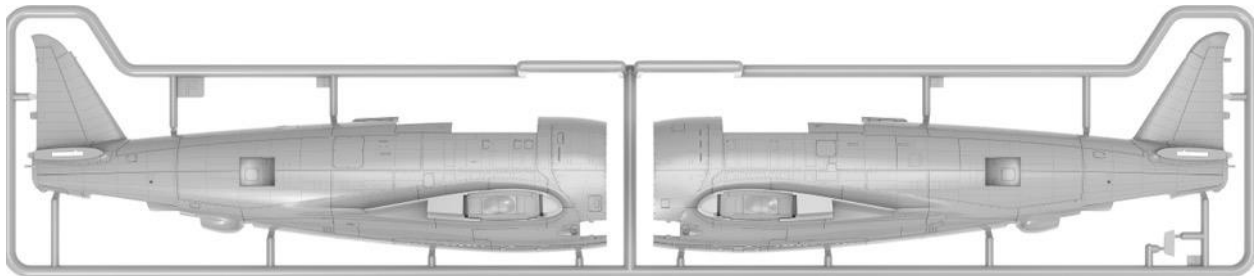
My approximate count the number of individual pieces is 330. The instruction 'manual' is twenty three pages long, including three four-view full color painting and marking guides, including three full color four view illustrating the P-47D-25RE, one of which shows Col. Stanley 'Gabby' Gabreski's aircraft (which is the subject of this review, along with a stencil color guide, several 3-dimensional drawings, 3 different tire patterns, hatches which can be assembled in either the open or closed position, a full color ordnance painting guide and paint color chart (which includes Vallejo, Mr. Color, AK Real Color, Mission Models, Ammo by MIG, and Tamiya colors). This last point is significant as many kits only offer their proprietary colors, which may or may not be available for many modelers.

As you start to look at the kit parts, you can't help but be impressed with engineering effort that has gone into planning and production of this plastic scale model. It's just that good! I know you will be quickly attracted to the superb surface details, which are, in comparison to the current Tamiya kit, a major leap forward (in my opinion). And comparing the Tamiya or Hobby Boss kits illustrates the many differences between those kits and the MiniArt kits—which (again in my opinion) don't measure up in almost every respect.

At first glance, you will find a highly detailed plastic scale model of the fabled Republic aircraft. Each of the exterior surfaces are



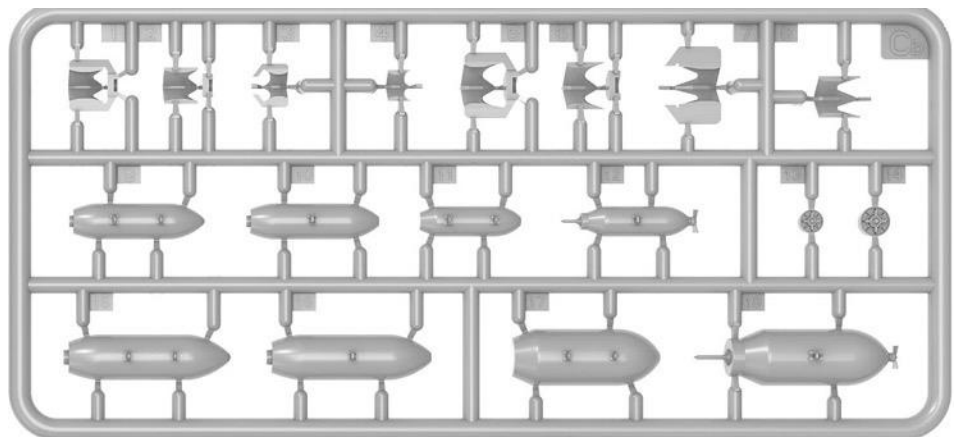
covered with an incredible amount rivet detail. The main fuselage is raised in some areas just enough to delineate panels and compartments as well as steps, vents, handholds, and the interior areas where the main landing gear doors will be detailed. The plastic is of medium weight and



strength, which should ensure it will set upright without any additional support required. And I have yet to discuss the amount of engine details available display, including two complete engine cowls and the option to include detailed wiring in and around the individual cylinder heads (along with full colored photos illustrating these details).

You will also find that many parts in this kit represent those which expect will be found in this or later versions of the P-47; examples include a variety of bombs (4 types from 250 pounds to 1000 pounds), fuel tanks (again 4 different types), a smoke generator, open and closed versions of gear doors, a variety of cowl opens (open and enclosed), full open gun bay areas with the ammo trays and 8 .50 cal. machine guns, compressed and extended oleo gear legs (indexed with small locating tabs to insure proper alignment for the tires), three types of wheels and tread designs and different types of wheel hubs themselves. Even the pylons include several parts as determined by the different wing tanks or weapon loads.

I am also attaching several of the ICM images to illustrate what 'might have been' were I much more talented modeler and the fully detailed engine is possible, though these details elude me.



The Build

There are at least two options at every turn as to begin when confronting your P-47D build.

Some of the most significant aspects includes the almost fanatical fit of the parts. In this area as you construct the lower wing sections (as just one example of the attention to details), which includes 18 separate pieces. When inserting the two machine barrel sections, you notice that each lower

wing section is notched to ensure the correct orientation and the location and barrel elevation is positioned correctly. Nothing is left to chance (or imagination). Throughout this P-47D kit there are many nuanced aspects of this kit. Additionally, for those of us in the Pacific Northwest we are blessed with two fully restored models of the venerable 'Thunderchief' that we can walk up to and enjoy the full size and might of the P-47D in Seattle at the Museum of Flight at Boeing Field and The Flying Heritage & Combat Armor Museum at Paine Field at nearby Everett.



First there is the fabled Pratt & Whitney R-2800 Double Wasp engine. The kit's engine is a magnificent model, demonstrating superb engineering and well attention though out, including a full wiring diagram (page 22). From the engine's cylinder heads, to the exhaust manifolds, various wiring facets and the engine head parts (eight parts in this small portion alone), the fire wall and engine intakes, exhaust waste gates, position able intercooler doors, the large reduction gear, the distinctive twin distributors, and the large air scoop beneath the main cowling.



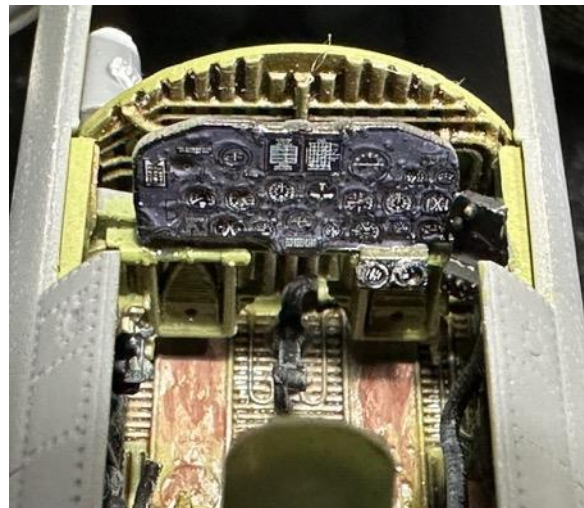
In several areas I found a small amount water soluble filler and sanding was needed to insure a proper fit. I also used Devcon 5 Minute epoxy (# 20545) around the canopies and wing tip position lights as this epoxy glue is clear and provides a fast setting, two-part glue and a very strong attachment wherever used.

Issues (problems that I encountered in the build)

One other significant attribute to the MiniArt kit is on page 22, where you will find guide to the wiring diagram for the engine, and both wing interiors. My failure was in laying out the engine pieces and trying to figure out how to place the brass wires as

shown in these images. I was unable to accomplish this and finally gave up this task. As most of these steps are including for the 'advance version' they won't be a problem for those of us who don't fit into the 'advanced' (except by age.... unfortunately).

I also ran into issues starting with page 9 steps (covering the 'advanced assembly') while comparing them with pages 10 & 11. Some component parts (step 11) are required for either the basic or advanced assembly. As non-engineer, I am not only somewhat ham-fisted and confused with much of these steps. If as in my case, you are following the steps in page order, I urge you read ahead and go to pages 10 & 11 before proceeding to page 9.



Again, I had an issue when I was working with the cowl enclosure. I worked it for some time, attempting to install the splayed cowl flaps and was never able to attain the tight fit I needed. However, switching to the 'closed' cowl flaps it worked great. My only issue here was that kit parts needed a small amount water soluble filler a skosh of sanding around overlapping cowl flaps to insure a tight fit. The issue of fitting came back to haunt me in step 40, when I attempted to seat the front windscreen (item Gb2) as well. As much as I filed away, I was unable to have the windscreen set down in the front as much as I wanted.

Unfortunately, there are only two wing pylons provided, which limits you to choosing only two of the pylons for whichever underwing ordnance you choose to display your model with. This issue is because there are only two pylons (though there are several attachment points provide, depending on which ordnance or drop tanks are being displayed (steps 41).



Another place I ran into the issue of 'small parts' was for the tail assembly. I tell myself I know better, though I inevitably break several small parts off during my sub-assembly process. Again, I ran into this issue with parts: both of short supporting struts for the two tail wheel doors and tail wheel strut itself (despite the inclusion of two separate such parts). I fabricated the offending strut from a short piece of brass rod. Carpet monster: 2, me 0.

Painting

I used a variety of paints to complete my P-47D. Initially I chose interior colors: AK Real Color's US Interior Yellow Green (#RC 262) and Zinc Chromate Yellow (#RC 263); these two interior colors as the original plants painting various parts used one of these two colors.



The major consideration is which colors to use for the overall camouflage scheme. I have yet to find good color photos of Gabreski aircraft. Every modeler choosing to replicate the Gabreski a/c is going to confront the issue of what colors should I use? My internet search brought me to any number of artist impressions of what his a/c might have looked like and I must admit these renderings provided a beginning point for my model painting approach. I began this research using the one well known available color photo of

the armorers loading the .50 caliber ammunition into the port wing. I chose two base colors: AK Real Colors' Medium Grey (#RC 249) and Dull Dark Green (#RC 230). While I looked at several other colors, including RAF Ocean Grey (#RC 288), British Dark Olive Green (#RC 286), and British Dark Green (#RC 042), none seemed to match what I saw in both the instruction rendering nor those in

several of graphic artist depictions. The bottom color remains a mystery, though most often called out as a bare aluminum (and sometimes a lighter grey). I have used Vallejo White Aluminum (#77.706) and feel this matches what I have 'guessed' for the overall bottom color. The front cowl piece and rudder were both painted with Real Color Signal Red (#RC 005), the canopy mask in AK Real Color Aluminium (#AK 479), while the invasion stripes are painted in AK Flat Black (#RC 001), ordnance in Green FS 34258 (#RC 233), and the propellor tips with AK Yellow (#RC 007).



I also attempted to use several of the available black and white images as well as references. Most of these images provide a picture of a well-worn and splotchy paint job. One additional bit of color



information is available in the form of a vintage Kodachrome image of Schilling's 'Hairless Joe.' While small, this image clearly illustrates the overall grey and green camouflage for another P-47D at that time and provides a significant photographic reference for modelers.

I also used a very small amount of Vallejo Plastic Putty (#70.401) to fill in where small seam gaps appeared. However, I suspect you may be pleased with the extremely tight fit around the wing and elevator area and realize that even a small amount of paint will fill these areas.

Before painting my models, always lay down several layers of Alclad's Aqua Gloss Clear (#ALC 600). This ensures that I have a smooth glossy finish and prepares the model for subsequent decal applications. I am often asked about Aqua Gloss Clear which in the bottle appears to be about the 2% skim milk consistency—once it's applied to the model, it dries perfectly clear and is imperious to subsequent washes and oils or other coatings. I used a small amount of Walters Solvaset #904-470 and Microscales Micro Set #MI-1, which provided the decals to snuggle down and fit tighter when dry.

My painting included a small amount of pin washes, using 502 Abteilung Brown Wash #ABT080. I completed my dry brushings, using my regular Winsor & Newton's Artist Oil color Naples Yellow Light, No. 426. I completed my model with a final finish using Testors Dullcoat Lacquer (#1160).

Decals

There are three sets of markings laid out the modeler to choose from and this is where the 'plot thickens.' These include an a/c from the 56th FG flown by Capt. Frederick Christensen Jr. ('Rozzie

Geth II'), 78th FG flown by Capt. Ben Mayo ('No Guts, No Glory') both a/c in overall metal and invasion stripes and Col. Gabreski's 56th FG in an upper camouflaged fuselage and invasion strips.

Hawaiian Air Depot (Coming Next Month)

I want to note that this MiniArt kit review is closely related to the Hawaiian Air Depot masks which started me on this kit review as the project involved many large masking approaches, each of which was made easier with the HAD masks. They provided a set of masking tools or templates to assist in the often-tedious task of masking your P-47 model. Enter the Hawaiian Air Depot company. Along with the masks themselves, owner John Ferdico includes several B&W images of Col. Gabreski's aircraft as a welcome reference. I recommend that you include these masks in your painting and finishing your P-47D.

Overall Evaluation



This is an excellent kit and builds into a terrific model. In any respect, it has set a new bar in terms of the of details available to any P-47D fan. The attention to details, surfaces and overall quality are excellent. And, at the MSRP, means that we all benefit as modelers. It isn't a stretch when I recommend this kit for all fans of the famous jug.

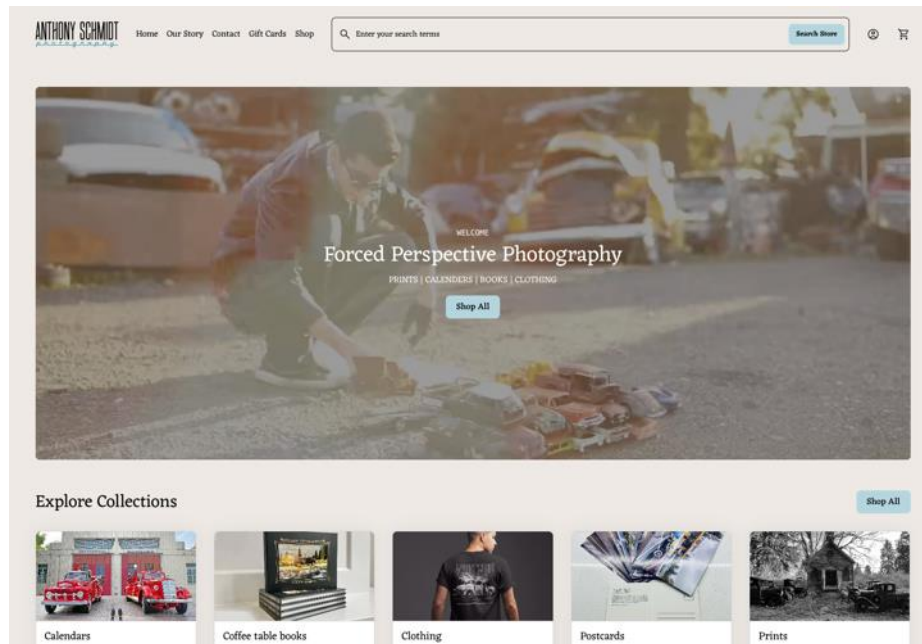
The MiniArt P-47D Advanced kit was purchased by me and as you can see, I have become a fan of their efforts with this kit.



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Forced Perspective Photography

By John Kaylor



Anthony Schmidt is a local professional photographer who excels in Forced Perspective Photography. He has published two incredible coffee table books featuring his work, two 16-month calendars, two postcard collections, has hundreds of prints on his website, has a small line of T-shirts, and has been featured in several magazines including Car and Driver.

There is seemingly but one thing the man has yet to accomplish - his 17th birthday.



Anthony, an artist on the autism spectrum, is only 16 years old and has accomplished what many photographers aspire to achieve in a lifetime. Amazingly, his incredible artwork is created using merely his iPhone.

His area of photography, forced perspective, is something that many of us have tried to do with our models: making scale models look full-size by arranging them in a manner so that they appear to interact with the scene against which they are being photographed.

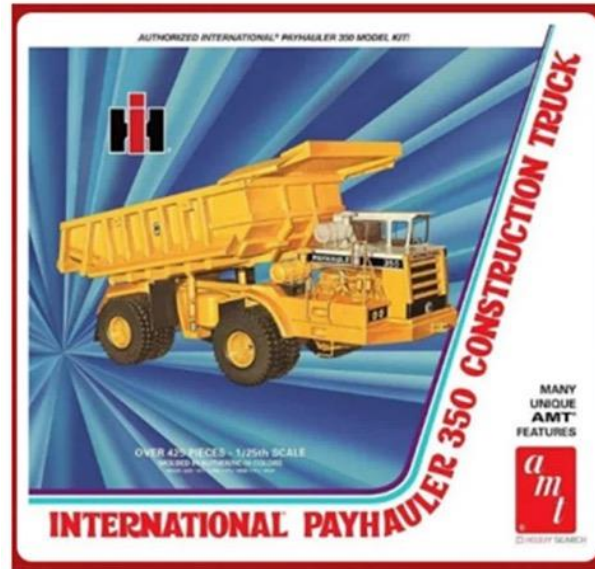
You would not know that the vehicles in his photos are only scale models.

Anthony's work can be viewed and ordered on his website www.anthonyschmidtphotography.com, and you can view his work on his Patreon page, www.patreon.com/AnthonySchmidt.



A Tale of Two Trucks – The PayHauler Brothers

By John DeRosia



As if I don't have enough already!! No not money!! LOL I'm talking those plastic kits that after 40 ++ years building and collecting start taking over the house.

Somehow before the end of last year (2023), one of the on-line model web sites had the BIG 1/25th AMT/ERTL PayHauler dump trucks for only \$40.00. Yes – that's what I thought. No way!!! Yes way when I ended up ordered TWO (2) of them. When 1/700 scale ships are at \$80 each – I hit the plastic jackpot with the PayHaulers!!!!



Talking to other great truck modelers we see at our meetings, I decided to build the first one 'just plain Jane' yellow. It only took a few days to do all the gluing. The plastic was yellow (some other re-released versions had gray plastic) and this made it easy to paint yellow. I used Rustoleum Yellow with Primer. Love that paint for models.



I decided to also put a load in it and made a mound of cardboard and foamcore. I bought some aquarium rocks and glued them to the top of my foam mound with hot glue and super-glue. I weathered the truck slightly-pretending it was 'just delivered maybe 5 days ago' to the mining site. The rocks – sorry-they were weathered pure dirt!!! LOL



Okay – so that one was fun. As I was looking at some of my real truck reference photos of PayHaulers, they had a Water Tank version. Oh I started drooling!!! But some of you know me – my mind went ballistic with how could I really customize this truck? I know, I'll make a truck that was used for the Los Angeles Fire Department. They need tons and tons of water when the fire season gets going.



The basic frame, engine, and drivers' compartment was straight forward. I could not find anything I liked for the water tank so I just made my own. Yes – I used a lot of 'For Sale' sign plastic and Evergreen shapes. I made my own decals and added lots of 'stuff' to make it look busy. I added two (2) 1000-foot hose reels on the back made from old VHS movie cassettes. Since its all make believe, I should of made the reels 5000 feet. Ha Ha Ha.

I brought them to the meeting in March. Then another great truck modeler brought his ORANGE 6x6 PayHauler. Wow!!!! That planted the seed for me to

do an ORANGE one when I complete my current scratch-build OshKosh P-15 8x8 Crash Truck.

Remember to keep models 100% fun and enjoy using your imagination to build some 'what-ifs'!!!

Enjoy some select pictures I have included. More pictures are on the IPMS Seattle website under the Gallery monthly pictures. (Thanks John Kaylor keeping this site so great and current!!)

See you in the 'For Sale' isle or the next IPMS meeting whichever comes first.





1/25th Scale PayHauler 'Fire Dept Project' built Feb/March 2024



The two 1000 ft reels (2000 ft total) assures the water tank can be filled in many locations if there is a fire hydrant.

Wheel in the Sky: The Fantastic Plastic 2001 Space Station V

Text & Photos by Tim Nelson



When you hear Johann Strauss' [The Blue Danube waltz](#), what comes to mind? If you're like me, you instantly visualize the jaw-dropping scene in Stanley Kubrick's 1969 film [2001: A Space Odyssey](#) – the Pan American Airways space shuttle *Orion* arrival sequence with Space Station V (SSV). When The Museum of Flight (TMOF) began to plan their upcoming 6-month exhibit, "[Home Beyond Earth](#)" (HBE), this iconic vision of space travel was high on the list of desired subjects. Since I volunteer within earshot of Exhibits staff each Wednesday, I was drawn into the discussion. Being aware of the [Fantastic Plastic resin kit](#) of this machine, I foolheartedly volunteered to find one and built it for the exhibit.



Figure 1: Rendering of the completed station display, part of the upcoming "Home Beyond Earth" exhibit at The Museum of Flight. (Courtesy Sune Sandling at TMOF)

The kit is out of production, but after an email outreach to the Galaxy Exiles Sci-Fi club, longtime modeler and friend Preston Kabinoff stepped up to sell his kit to me for a great price. He even shipped it from his home in Port Townsend! The kit is classic limited run fare; a maddening mix of exquisite detail here, indifferent vague shapes there, and random fit

everywhere. However, unless and until the long-promised Moebius injected kit is released, this is the only game in town.

From the start, the project was a collaboration with TMOF. I acquired and built the station & *Orion* models along with mounting provisions; TMOF developed the mounting hardware, to include LED lighting & associated wiring for the shuttle bay (prominently seen in the film). (Since the “ring” sections of the model are solid resin, it was impractical to light the many windows along the circumference.) Despite the aggravations of the model itself, this has been a rewarding project. Highlights of the build are discussed below.

The [HBE exhibit](#) at TMOF officially opens June 8, 2024 and runs into January 2025. My thanks to Geoff Nunn, Sune Sandling, and Chelsea Wallace at TMOF for their helpful and enjoyable collaboration!

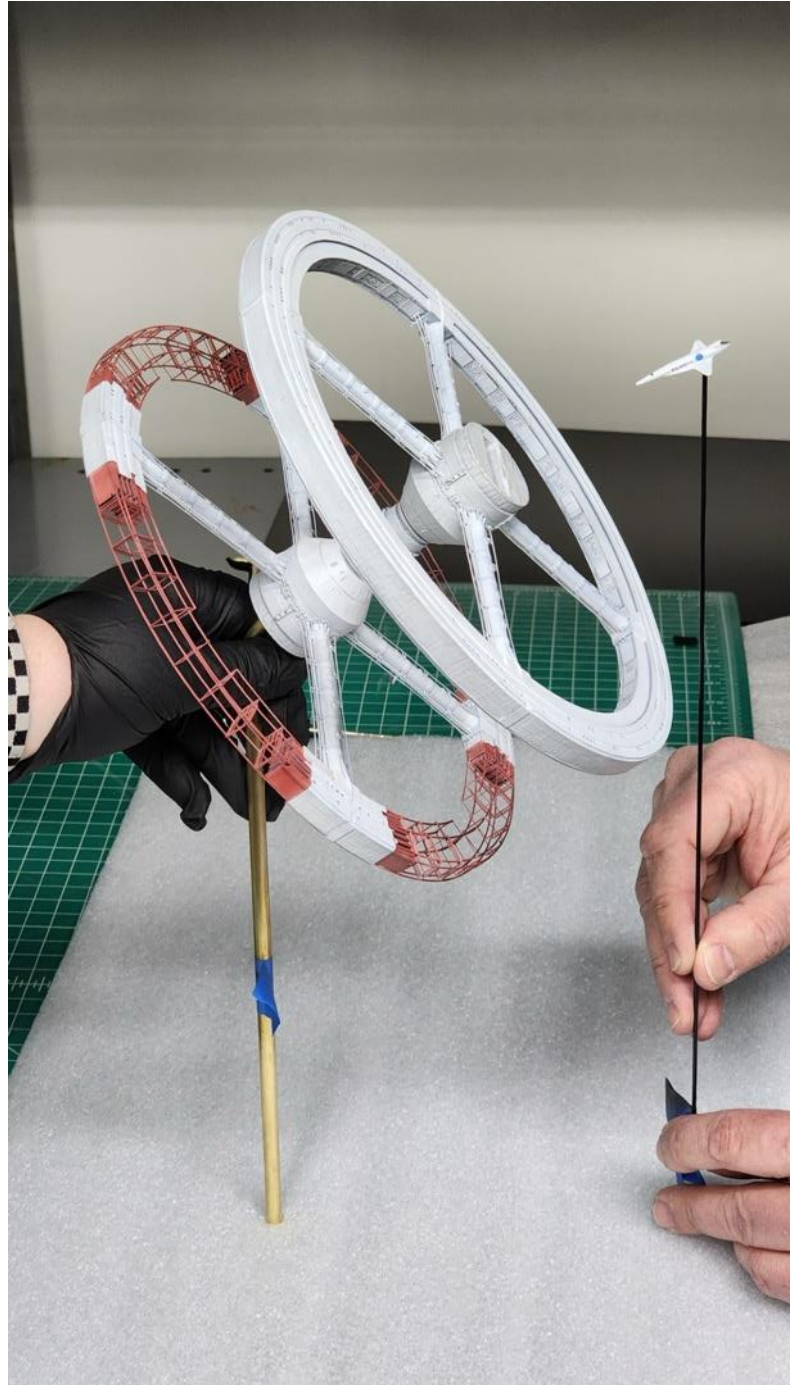


Figure 2: The completed station and Orion mounted in mockup fashion at TMOF.



Figure 3: Large resin shapes confront the modeler upon opening the Fantastic Plastic kit box. Here we have one of the hub and hangar bay assemblies. I've marked pour stubs that will be filed away. Fit of these parts was not good.

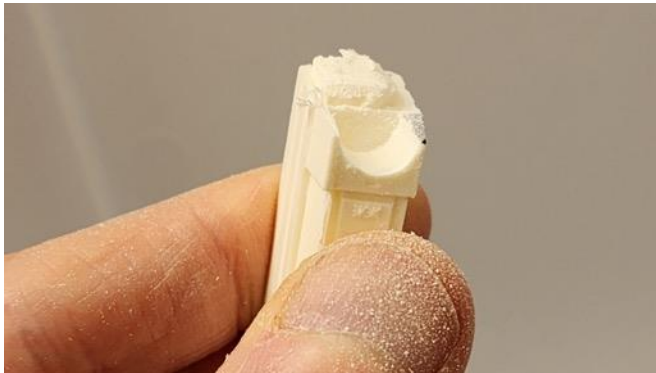


Figure 4: The ring sections were problematic due to poor casting. This excess resin needed to be carefully removed with a Dremel tool.



Figure 5: One of multiple sheets of photo-etched (PE) steel, mostly for the exposed truss work of the "under construction" ring. The steel was agreeably strong but cleanup of the multitude (literally hundreds) of stubs was tedious and extremely time-consuming.

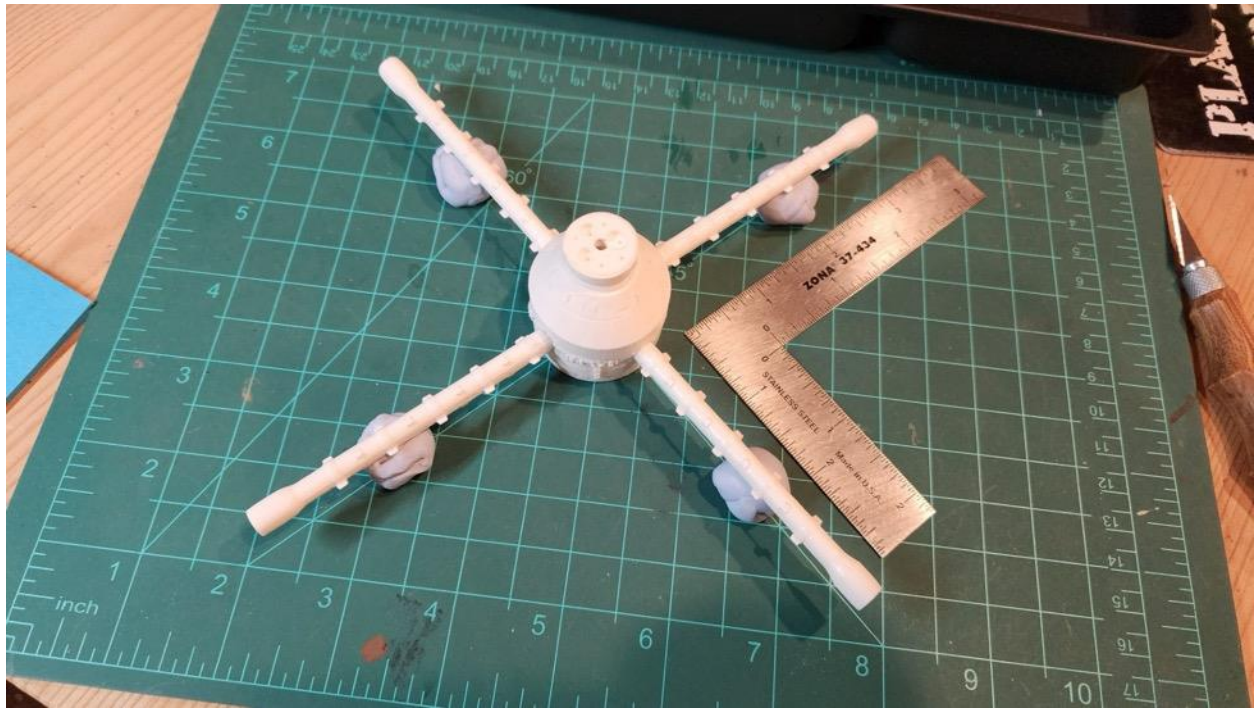


Figure 6: Carefully assembling the spokes and trying to set true alignment in 3 dimensions.



Figure 7: Adding a million triangular reinforcement pieces around the flange at the base of each spoke.



Figure 8: Assembling the “under construction” ring – I figured this would be easier and more forgiving from a fit standpoint that the completed (solid) ring.



Figure 9: Assembling the completed (solid) ring. Fit was a big problem here – the 4 quarter-arc pieces would not make a perpendicular join at each end simultaneously, nor retain a continuous radius. I worked for the best overall fit possible, and later filled major gaps with epoxy. The slight mispositioning of these segments for best overall fit had adverse implications for the PE wire conduits (or whatever they are) which run radially along each spoke. Don't look too closely...



Figure 10: Test fitting the two hub assemblies, which thankfully were keyed to mate only one way. After painting, these would eventually be joined with 2-part epoxy.



Figure 11: Now what I figured would be the Main Event – the fabrication of the open structure of the “under construction” ring. Each segment is different and I followed the instructions as literally as possible. Nice scale drawings were included with the kit which aided this process.

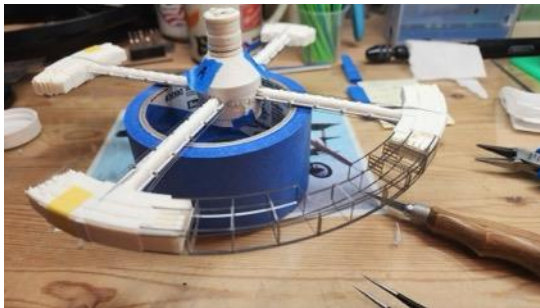


Figure 12: The first section is completed – whew! I used thin CA glue to secure the joints, since solder is not effective on steel (according to the instructions). End-to-end fit is a little vague, but it is busy enough to be unnoticeable to all but fanatics.



Figure 13: After major assembly was completed, it was time for priming. I rigged up a mounting scheme using the same holes I drilled for the eventual final mounting, wooden dowels of appropriate diameter, and a scrap piece of 2x4 lumber. Due to the size and awkwardness of the pieces, I used Krylon ColorMaxx Satin Black rattle can primer, applied outdoors.



Figure 14: When you look in horror at delicate work you thought was complete, and realize you installed items wrong. Those 2 middle “squares” are upside down – I couldn’t live with the 1 in 1000 viewer who might point this out, so I did surgery.



Figure 15: After some touchup and spot repriming with Mission Models MMS-001 Black primer, we move to main painting. I used Mission Models MMP-001 White for the primary coat. The light shade built up over black primer creates shadow effects which highlight the textures of the models (some of which I’d rather not highlight, but I was looking for an overall “busy” surface to emulate the movie with a minimum of effort). It also results in an overall light gray appearance, which I was seeking.



Figure 16: Following some hand-wriving, I moved on to masking and painting of the red open structure of the “under construction” ring. In the film, the red is a rusty looking subdued red similar to the hulls of ships. I opted for Mission Models MMP-111 Anti-Fouling Red for the look I was seeking and was pleased with how it turned out overall.

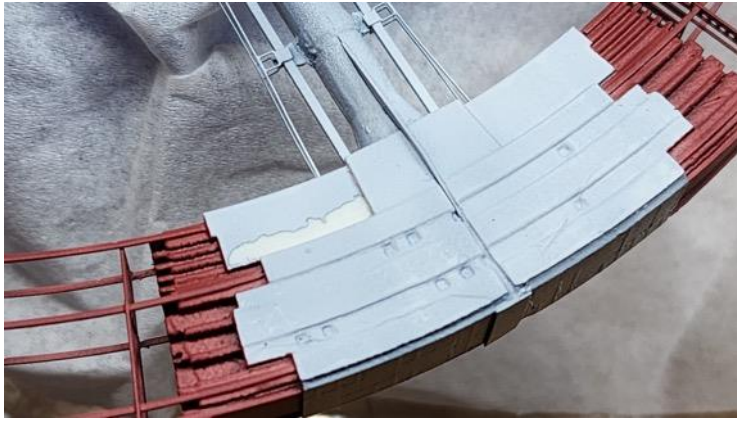


Figure 17: Unfortunately, I apparently didn't thoroughly degrease the model as well as I thought at the start, and while unmasking, experienced multiple instances of paint lifting all the way to the bare resin. This required remedial cleaning, sanding, brush priming, and hand touchup.

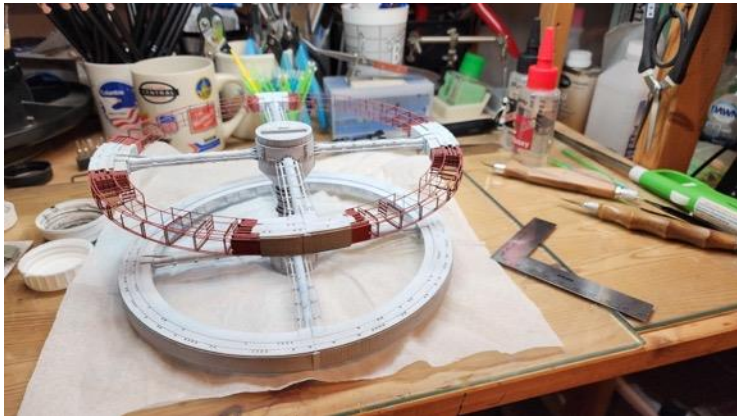


Figure 19: The 2001 station exhibits no dirt or grime to speak of, so weathering was restrained, limited to a light wash using Abteilung 502 Starship Filth oil paint and Mona Lisa thinner. To highlight the many windows, I spot-applied thinned Mission Models MMP-072 Medium Gray with retarder to each one (after my paint lifting experience earlier, I was scared off from using Tamiya Panel Liner and doing much rubbing). Some of the windows were crisp, rectangular recesses, others were vague indents – again, don't look too closely. The two hubs were then ready for joining with 2-part epoxy. I drilled extra holes in each mating surface to increase bonding surface area and create spaces for the epoxy to spread.



Figure 18: Meanwhile, the relatively simple shuttle Orion was pursued on the side. Overall kit scale is vague – depending on what size shuttle you select (3 are included), the scale is 1/1400, 1/2100 or 1/2800. I selected the middle-sized one in a Goldilocks compromise. It appeared to be based on a 3D printed master, with some rugged surface texture to address. I created my own decals based on images found online (I believe) of the Moebius 1/72 and/or 1/144 Orion shuttle kits. The shuttle is mounted separately for positioning flexibility and hopefully to avoid any vibration issues.



Figure 20: As a final varnish, I applied Vallejo Matt varnish and my waltz with the 2001 space station was complete.



Figure 21: Fortunately, the station is very stable with the heavy completed ring section down, and placed on a hand towel. I delivered the model to TMOF in early March, 2024.



Figure 22: Museum Exhibits staff evaluate the mounting scheme for the station and Orion. The shuttle hangar bay will be lit by LED when complete, but the station will not rotate for this exhibit – although it could in the future if a motivated person of questionable sanity wanted to pursue it...

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At 9:00am we were faced with our first quandary: jump on the Vendor room or attend one of two seminars ('How to use photo-etch for Scale Ships: Radar Screens and Railings, or 'Using Vallejo Paints'). Andrew set off to see the Vendors, and even though I had \$300 burning a hole in my pocket, I opted instead for the Vallejo talk. An hour later I left with the distinct impression that we are collectively in the midst of a paradigm shift going on in our industry – a shift away from lacquer/enamel-based finishing products to acrylic-based products. While there have been many early adopters using acrylics for years, the array of available products has never been as comprehensive as it is now. There were at least two new lines of very high-quality, non-toxic products introduced at the show, including a small company called K4, out of Chile, and a new line of AK Interactive Acrylics, based in Spain. Spain's Vallejo's all-acrylic product line has nearly tripled in size as well. Each of these companies sells their products in single plastic squeeze bottles, or in value-added sets tailor-made to subject matter. The move to acrylics reminded me of the demise of cigarettes in the last decade – a trickle that seemed to become a river overnight. This is a good thing.

Passing on the next set of seminars I ran like a silly school girl to the Vendor room and in no time amassed two large bags of modeling paraphernalia – mostly free stuff and books and a couple of \$15 used kits from my shopping list. I picked up the second edition of AK Interactive's FAQ (II) book for Armor, plus some new magazines. Japan-based Zoukei-Mura had the largest booth by far, sporting amazing 1/32nd and (now) 1/48th scale aircraft and accessories. Their booth is high-tech, bathed in spotlights, stainless steel, and smoked glass. Their new He-219 and Fw Ta-152H-1, P-51D, among others, – were represented by skin-free, museum-quality build-ups that were simply breathtaking. Wow.

Tamiya had a large booth with a 'Free model for filling out a survey' sign. Well, duh. I spent five minutes filling out the survey only to be rewarded with a cheap, two-part plastic Samurai figure. Boo! I felt like someone just reminded me to eat my Ovaltine. Their tables, however, contained some new kits and some re-boxes – including a couple of Tasca Sherman's and their first 1/35th scale WWI British Tank, a motorized Mk.IV 'Male'.

It seemed that there were more paint and finishing product vendors than model vendors this year, a noticeable difference. Among the ubiquitous IPMS stalwarts (The Tool Man, UMM, Mig, Vallejo, AKI, CRM, etc., there were more '1-stop shop' vendors than ever before, at least four by my count. This was good from an attendee's perspective, since they tend to compete on prices, big-time. If *this* guy has a bottle of Vallejo for \$2.50, *that* guy has it for \$2.00, and none of them want to go home with anything. The K4 acrylic paint vendor from Chile was selling six-paint, boxed sets for \$10 each, including a large 70ml.bottle of thinner thrown in to boot. Wow again.

In the back of the room was a food vendor and tables to sit at (thankfully) and to the right of that, over the Earth's horizon, were several full-scale vehicles based on the Convention theme of 1964, the 50-year anniversary of IPMS. This room was simply cavernous. Many of the booths had live demonstrations going on during the entire four days, giving you a choice of where you could sit and rest your weary bones if you needed to.

At 2:00pm Andrew and I sat in on a well-attended seminar titled 'Painting Faces with Acrylic Paint', demonstrating Vallejo and Andrea products. About five minutes from the end of the seminar I snuck out and scored on a box of Andrea face paints in the vendor room that I had seen earlier. It was the last one

in the room, to the dismay of many of the seminar attendees. When we have our convention here in Seattle, we will need to coordinate between the seminar presenters and the vendors so that the attendees will have plenty of opportunities to buy products used in the seminars.

Next I slipped back into a seminar titled 'Using Paint and Primer to Create Surface Detail' where a guy demonstrated a fascinating technique of using 'reverse' masking to create surface structure on aircraft. After fixing flaws on an aircraft model (he pointed out), we usually re-scribe, build-up or otherwise repair detail lost during the repairs. He then showed us how (instead) he removes ALL the surface detail, then uses masking tape to cover the parts of the surface that will not receive new detail. He then sprays several coats of primer on the surface, building up layers as he goes. When he removes the tape, he is left with perfectly detailed surfaces. Harder to explain than to see, but my mind reeled with the possibilities of applying the technique to armor models.

Dinner time found Andrew out with his 1/48th scale buddies, Woody Yeung eating with his LA-based cohorts, and Tim, Warrick Wright and others attending a benefit dinner for the Wounded Warrior project at the Virginia Air and Space center. I called for room service and nursed my aching feet at the hotel until a late night beer and chips bash in Tim's room welcoming Djordje Nikolic, just arriving from Seattle.

Friday morning found Andrew and I back at the venue, while Tim and Djordje headed out to spend the day at the Udvar-Hazy Center, part of the Smithsonian Museum, located in Chantilly, VA. For the two of us, today was all about the Vendor room; a thorough inspection of each and every one of the 114 stalls present. I had three seminars to attend, but not until 1:00pm, so my schedule was wide open. I also used this time to look for everything on a shopping list given me by fellow Seattle IPMS members.

After lunch Andrew and I attended an excellent seminar titled 'General Ground Work Using Pigments and Washes', given by a guy lucky enough to make a living working for Mig Productions, traveling from show to show demonstrating Mig finishing products. Sigh. Programmer? What was I thinking??

Next up was a talk entitled 'Advanced Airbrushing: The Use of Air Pressure and Post Shading' where the presenter demonstrated using low pressure (12lbs) and very thin acrylic paint to highlight panel lines by building up layers of paint. This is an alternative to 'painting it all black' as a pre-shade, then filling in the panels with a base color. Every one of these seminars provides us with some takeaway, some new way of looking at our craft. I love the Nationals!

The next stop on this Friday afternoon was a quick seminar on 'How to Review Models for IPMS' that we (Andrew and I) were asked to attend, followed by a 'Reviewer Corps Beer Bash' over at the venue hotel. We met with about 20 other guys and could finally connect faces to names we've seen on the IPMS review web pages. And the beer was free!

After the get-together I made my first trip into the display room with my camera. Wow – what a HUGE room; the biggest I think the convention has ever had, the rows of model-covered tables seemingly curving over the horizon. To the far left I could see a 15-ft long ocean liner and an even longer U-Boat of some kind, both obviously scratch built. In front of me, a gigantic Anigrand C-5A sitting next to an absolutely stunning 1/48th B-1B Lancer dressed in yellow-green factory primer, each panel line exquisitely detailed. WWI Wingnut Wings aircraft by the dozen loomed on the left and the armor tables off to the right were studded with a multitude of weathered-plastic wonder. And it wasn't even

Saturday yet. The counts seemed down from previous years but that might have been an optical illusion borne out of the sheer size of the room. I believe the final, entered-model count was around 3,400+? Learning from past conventions, I took my time LOOKING at the models instead of just photographing them.

Friday night means one thing at the convention – a dinner on the town sampling some of the local cuisine. This time we all (8) went to the highly recommended ‘Crab Shack’ in Newport News, right on the water within sight of the shipyards. Our late-member Stephen Tontoni’s brother joined us with one of his friends as well. My crab cakes, slaw and hush puppies were perfectly prepared – a fun time for all.

Saturday morning is always bittersweet. It is the last day of the show, but a big day in the vendor room for sales, and the first crack at seeing all the models, now that the stragglers have come in. This year there were no seminars on Saturday so we focused mainly on getting the pictures we wanted and showing up on time for all the raffles and sales occurring later in the day. I topped out at about 175 pictures this year – down considerably from last year, but I think I got shots of everything I wanted. This year was also a first in the various vendor raffles – I didn’t win anything! I did, however, score a couple of cool t-shirts from the Squadron booth, which, like every year, offered big discounts on their catalog of products, free shipping (and the shirts) if you sat down and ordered something using an array of laptops set up for that purpose. Pretty nifty way of competing with the other booths, if you ask me. Why buy a kit and pack it in a suitcase when you can just have it sent to your doorstep, for free?

At 11:00am four of us attended the IPMS Committee meeting where we watched the sole presentation bid for the 2016 Convention, put on by Columbia, South Carolina. (Guess what - they got it!) If all goes as planned, we will be presenting our bid next year for the 2017 show. Based on a lot of positive feedback, my feeling is that our presentation will be well received.

After the meeting it was back over to the hotel to stuff ourselves at a \$10 buffet, and then back to the vendor room in time to take advantage of the sales. I scored with a couple more \$15 used-armor models for myself and a new Academy Merkava IV (\$35) for club-member Bill Johnson.

Late in the afternoon, when everything shuts down, IPMS held a no-host bar get-together in front of the banquet hall, where we hobnobbed with members from other clubs and the IPMS board, and waited to be seated for the dinner and show. At the banquet we listened to a status report from Columbus, Ohio, the location of next year’s show, and to the winner of the 2016 bid from South Carolina. Next year’s show is at the beautiful (!!) Hyatt Regency so if you intend on going, you need to reserve a room *now*.

The dinner was excellent, the banter interesting (for modelers at least) and the awards ceremony went off without a hitch. Our table received a bunch of awards which is always fun.

All in all, it was a great trip. And I will say this again and again: If you have not been to an IPMS National Convention, you really need to check that box. These four days in August are something that I look forward to all year long. While I spend the rest of my year dealing with everything else life throws at me, these four days are sacrosanct. My true vacation!

Thanks, and Model On!

Eric



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.



IPMS SEATTLE PRESENTS
SPRING SHOW
2024
Scale Model Contest and Exhibition
SATURDAY, APRIL 27TH
DOORS OPEN AT 9 AM
Contest Entries Close at 12 Noon
Awards at 3:30PM

- Model Contest with 75 Different Award Categories!
- 15,000 Sq Ft of Models!
- Huge raffle!
- 70 vendor tables!
- Every junior entry wins an award!

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

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

Renton Community Center
1715 Maple Valley Hwy, Renton, WA 98057
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 KapaMade Design • www.kapamade.com

IPMS PACIFIC NORTHWEST REGION 7 REGIONAL SHOW

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.

April 13, 2024

May 11, 2024

June 8, 2024

July 13, 2024

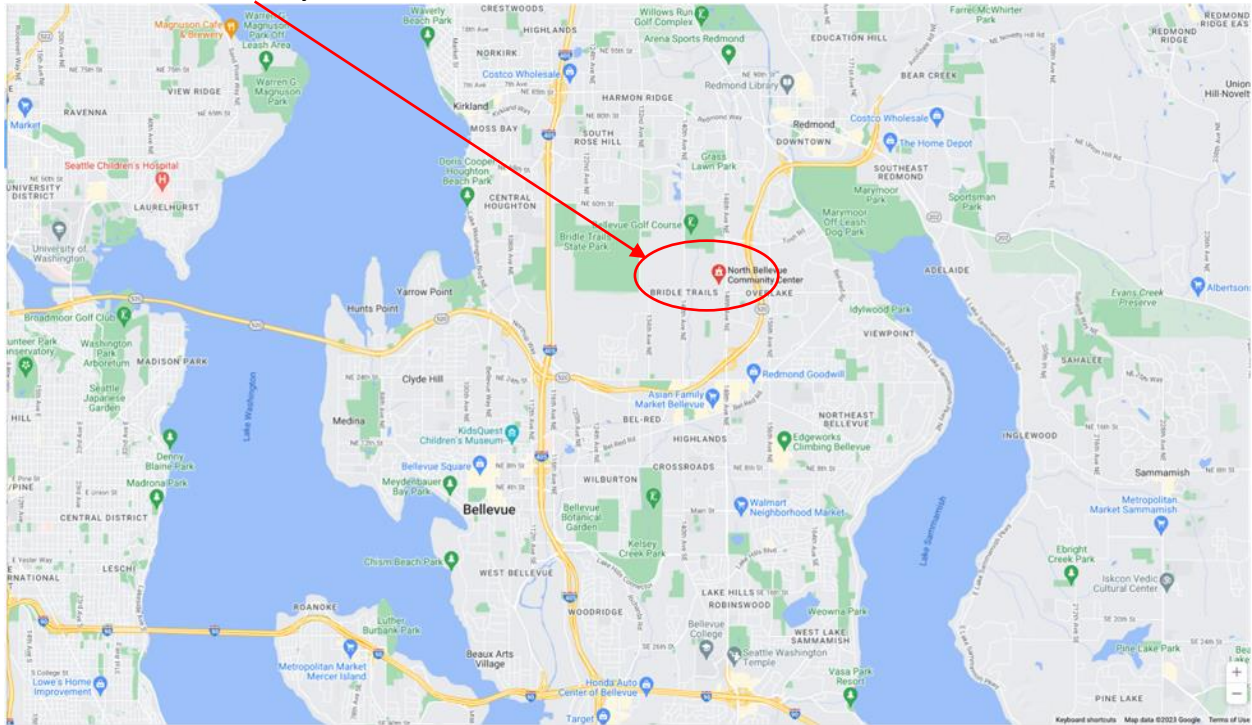
Next Meeting: April 13, 2024– 10:30 AM to 1:30 PM

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/>)

