



**Nationals Recap, and a Taste of the New AK Real Colors Acrylic Pens**

The 2024 IPMS Nationals are over; our club did really well (we always do), and I am filled with motivation to get cracking on modeling again!

As I review the 350+ pictures I took, I remember many, many amazing builds of all types, several outstanding seminars and excellent meals, a perfect spread of weather, and a vendor room to end all vendor rooms.

On the flip side, I also recall that our 14 attendees were spread out over several different hotels (making coordinating get-togethers difficult), long walks between the venue and the various facilities (very hard for me, personally), and a nightmare trip home to Seattle that took Jackie and I five days and \$3,000 to complete (we should be getting some of that money back).

As I look back, however, the show was worth the time and expense simply due to its laser-like focus on all things modeling – something hard to convince someone who has never attended a Nationals. I *strongly* recommend that you plan for Virginia Beach (in 2025) and/or Fort Wayne, Indiana (in 2026).

Later in this newsletter is a list of winners from our club – congrats to all – great work!

**AKI Real Colors Pens**

One of the new products I was particularly interested in at the show is from [AK Interactive](#). AK has released a set of [acrylic paint pens](#) that are intended to match their popular Real Colors (Acrylic/Lacquer) paint line. As acrylic paints, they dry almost instantly and will hold fast if you need to apply additional layers. In other words, the top coat will not affect the colors underneath when ‘drawn on’. The pens themselves have an exquisite tapered end that resembles a ‘round’ filbert paint brush (see image). The shape helps with applying the paint – essentially allowing you to ‘draw’ the outlines with the pointed tip, and fill in with the side of the pen tip. In practice this works very well, although very fine detail work will still require a small brush since the pen’s tip is relatively large. I found myself ‘fixing’ a lot of areas around the pioneer tools with a black pen once I had picked out the detail with the aluminum and gun metal colors. [\(Continued on Page 22\)](#)

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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/)

## Bill Osborne Memorial Service

August 8th at Tahoma National Cemetery. 10:30 AM. Arrive no later than 10:15, there is a strict time schedule. You can speak briefly at the service, there will be a reception afterward and you can speak there if you wish.

[The Sanders Estate](#)

5516 South 277th  
Auburn, WA 98001

## IPMS National Convention Local Winners

**Jon Fincher:** Paul the Alien, from the movie "Paul", 3D print, 1/9 scale, 1<sup>st</sup> Place

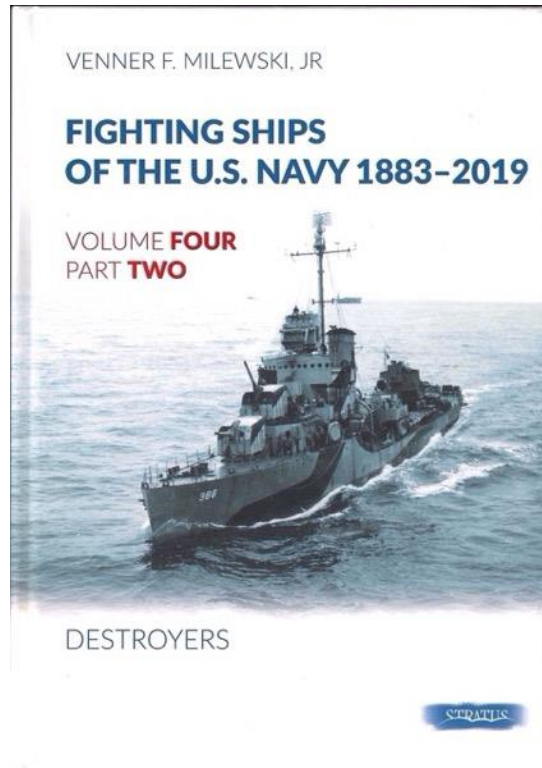
**Tim Nelson:** North American AT-6C Texan, Mexican Air Force, 1/72 US/Allied Radial, 2<sup>nd</sup> Place  
Also won special award, "Best Latin American Air Force" subject  
Sänger Antipodal Bomber "Kilroy" – Real Spacecraft, Hypothetical Design, 1<sup>st</sup> Place

**Ken Murphy:** Komatsu Bulldozer, Open Top, 1/48 scale, 1<sup>st</sup> Place BKB  
Matilda, Armor, 1/48 scale, 3<sup>rd</sup> place BKB

**Rick Taylor:** Trumpeter M198 155mm towed howitzer, 1/35 scale, 1<sup>st</sup> Place Artillery  
Dragon T19 105 Howitzer Motor Carriage, 1/35 scale, 2<sup>nd</sup> Place Halftracks  
M110 8-inch Self-propelled Howitzer, 1/35 scale, 3<sup>rd</sup> Open Top Post-Korea



## Book Review: Fighting Ships of the US Navy 1883 - 2019, Volume Four, Part Two, Destroyers (1919 - 1937)



By Tom Dunford

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- Camouflage
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- Ship Name Index

This [book](#) provides a comprehensive encyclopedia of the US Navy Destroyers commissioned after WWI (from 1919) until just before WWII (to 1937). It includes primary reference data and relevant photographs of individual ships for each class of destroyers during this period. While photo captions provide brief stories and glimpses into the drama accompanying maritime history of each ship. The sparse and efficient descriptive paragraphs in the text are perfunctory (just the facts madam) and leave plenty of room for the rich photographic record included for each ship.

Some of the reference data found for each individual ship record includes: name, hull number, builder, dates for keel laid, launching and commissioning - all conveniently located in a banner above each brief (single paragraph) description. These descriptions include the authorization and contracting dates, the first commanding officer (CO), ratings and classifications, decommissioning (and recommissioning) dates locations and transfers of ownership. It also includes executive summaries of their significant operational actions and demise in service (often, but not always, by sinking).

Missing from individual ship paragraphs are physical details such as dimensions, empty and loaded weights, etc. These details are summarized for each class in tables which quantify the following class specifications: Hull Characteristics (including physical dimensions, displacement tonnage, draft and crew), Armament (including guns, torpedoes and anti-submarine depth charge projectors and tracks), and Engineering Characteristics (including speed, engines, horsepower, screws, boilers and fuel capacity).

Also featured are camouflage details which include B&W depictions of camouflage schemes for top, starboard and port views. These provide useful accompaniment to such details provided in photo captions wherever relevant and visible. The rigging details are missing from the camouflage drawings but can be inferred from numerous high-resolution photos for individual ships of each class in various perspectives, lighting, timeframes and operational situations.

The extensive use of photographs in this book deserves special praise. Each photo was carefully selected and thus provides high resolution images covering various time periods, lighting, and operational perspectives. Two very important photographic details when modeling destroyers are the camouflage schemes and rigging features. Both are gratuitously provided. While not all photos depict useful camouflage and rigging details, the volume of photos collectively provide the needed information. These photos make this a very useful book, and an essential reference to both the modeler and destroyer enthusiasts.

### Commissioning

The contract, keel laying, launch (along with sponsors), and commissioning details are listed along with the first commanding officers (1st CO).

It is interesting that these busy 1st COs ranged from Ensign (O1) to Commander (O5). These COs cut their teeth in the destroyer fleet and were, for the most part, remarkable naval officers.

Osborne (DD-295)

NAME HULL NO	BUILDER	KEEL LAID	LAUNCHED	COMMISSIONED
Osborne (DD-295)	Wich, Sp Ny	23 Sep 1919	29 Dec 1919	17 May 1920

Authorized 4 Oct 1917. Contract awarded 4 Dec 1917. Sponsored by Mrs. Elizabeth O Fisher & Mrs. C. H. Cox. First Commissioning Officer: LT Daniel S. Ryan. Rated as DESTROYER No. 294. Classified DD-294 on 17 Jul 1920. By 1920, the Secretary of the Navy reported: "Due to age and continuous service for ten years, the normal condition of the destroyer is now such that the ship is no longer serviceable. Her hull has reached the end of her useful life and must be replaced." Money was tight during this period and extensive work could not be justified. Consequently, they were decommissioned with the objective view of obtaining them from the Navy. Main classification work plus between the ongoing and existing destroyers that were being carried out in the yards. Virtually all of the work was done by the crews from the outgoing ship on the incoming ship. Replaced by DD-296 in active fleet destroyer December, 1 May 1920 at Philadelphia, Pa. Stock 22 Oct 1920 from the Navy. Track and 17 Jan 1921 to the Boston line. At Brest, Co., Baltimore, Md. on 25 Feb 1921. Replaced on 16 Jun 1921, in accordance with the terms of the Loan also Treaty for Naval Limitations, Model 1911 to the Standard Fruit Co., New Orleans, LA. Commissioned as a Reserve cutter, Reassigned to WASHINGTON, the ship was used as a utility and the received two 750 HP diesel engines. She operated between Central America and New Orleans. Chartered 1942 by the Army for service as a transport vessel and was from Campagna, Philippine Islands. However, before the war service in this capacity. Campaign suspended and she was diverted to Annapolis. Caught fire 27 Jan 1942 and burned to ground in Sydney, Australia. Disposed to beyond economical repair and was scrapped.

Chauncey (DD-296)

NAME HULL NO	BUILDER	KEEL LAID	LAUNCHED	COMMISSIONED
Chauncey (DD-296)	Wich, Sp NY	17 Jan 1918	28 Sep 1918	23 Jun 1919

Authorized 4 Oct 1917. Contract awarded 4 Dec 1917. Sponsored by Miss Dorothy M. Hall. First Commissioning Officer: COM William A. Glasford, Jr. Rated as DESTROYER No. 294. Classified DD-296 on 17 Jul 1920. Run approved and worked 8 Sep 1922 at their Agulhas, CA. As part of DD-296, 11, CHARNEY, 21 and 22 were ordered to make a high speed run from San Francisco to San Diego. It was during that day and all days called on the flag ship's navigation. Unfortunately, CHARNEY's navigation was in error. It was later believed the directional compass, which failed produced this error, was due to an earthquake in Japan and the resulting tidal waves. A miscalculated radio compass bearing compounded the error. Referring to the report of their Agulhas, CA also known as Florida Bank or Deer's Key, and in line with the reference to Isaac Barlow Channel, the flag ship ordered a 90 deg turn to port. CHARNEY, the north ship in line, slowed her engines and reduced speed with port and starboard bow. Being now grounded on rocks, she attempted to reverse engines. While doing so YOUNG (DD-212), the vessel against the captain's orders port away, making a sharp pitch along her starboard side. Heavy tonnage packed CHARNEY'S stern a substantial dent and towards the stern. She sustained a small loss. Discussion: 28 Oct 1922 when she was struck 20 Nov 1923 from the Navy. With only 17 Oct 1923 "a, when 10" to Robert J. Smith, Oakland, CA, 1847-28. Scuttled by Japan.

Chauncey (DD-296) - The original photo, a 1920-1921 photo showing ground at Port Adelaide, South, and a white double bottom surface of the lower hull (Chauncey, San Francisco, CA). The ship provided a rough picture and a dark patch on the right.



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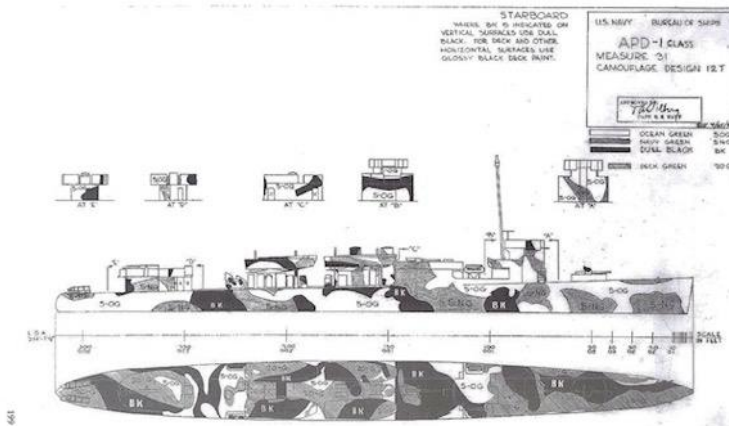
### Camouflage

Measures 12 Modified	The blue on the hull up to the main deck. Large black on overall surface. Ocean Gray from main deck level to the top of the superstructure, and Ocean Gray to the main and other vertical surfaces above superstructure level. Main deck surface painted Dark Blue. Camouflage finished.
Measures 14	Ocean Gray overall. Under the gun turret gunnery observation deck, when used observation is lower than in Atlantic or Pacific coastal areas where weather is generally sunny, 100% black, and high visibility contrast at night.
Measures 20	General Navy Blue (N-1), with dark blue on Dark Blue (D-1). This measure was used extensively on the vessels of the fleet from 1920 through 1942.
Measures 22	(1) All above blue. Measure 22 used a straight horizontal boundary between the main deck and other surfaces of the hull, making a characteristic "T" shape at the base. This hull contrast as a horizontal line near the horizon and made possible to maintain distance and avoid the effects of water spray.
Measures 23 (Olympic system, full)	Dark pattern Measure 23 was a set of irregular geometric shapes using large polygonal and curved patterns of Black and Ocean Gray, on Black, Ocean Gray and Blue Gray. The pattern and tone were designed to resemble a distance to an average sea observer of 10-20%. Horizontal surface was painted irregular patterns in Ocean Gray and Dark Blue. This measure emphasized verticality and caused disruption to horizontal reference lines. Patterns were painted across the hull and light gray was used all around with the white. Undersides of horizontal elements were camouflaged in the color D-1 or White (D-1) to either side of darkening. In 1940 revised Measure 23 substituted Navy Blue for Black and discontinued camouflage.
Measures 23 (Olympic system, partial)	Midship pattern Measure 23 was similar to Measure 23 but somewhat lighter, a mixture of irregular polygons in Black against background pattern of Light Gray, or Light Gray and Ocean Gray. The pattern and tone were designed to resemble a distance to an average sea observer of 20-30%. Measure 23 applied to most surface ships in the Pacific during 1944, but in 1945 the Pacific Fleet returned to Measure 23, D-1, D-2 in the revised 1943 pattern.

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Camouflage Measure 31, Design 127 for USS Brooks (APD-10), USS Humphreys (APD-12), USS Sands (APD-13), USS George E. Badger (APD-33) and USS Osmond Ingram (APD-35) – starboard side



- ENS William I Leahy: 1st CO of the USS Sands DD-243 (commissioned 10 Nov 1920). He was the son of William D. Leahy (the first 5-star admiral, the senior naval officer during WWII - and as Roosevelt chief of staff, the 2nd most powerful man in the world during the war). [Admiral William D. Leahy](#) was only a captain in 1920, but he must have already wielded great influence for his son to command a destroyer as an ensign.

Other notable first commanders:

- [LCDR Leo Hewlett Thebaud](#): 1st CO of the USS Herndon DD-198, USS Bainbridge DD-246 and as a CDR 1st CO of USS Clark DD-361. He would rise to the rank of vice admiral and serve in both world wars.
- CDR Lawrence Penfield Treadwell, Sr., 1st CO of the USS Tracy DD-214 who (along with his namesake son LHT, Jr) authored The Bulldog Drummond Encyclopedia.
- [CDR Russell Willson](#), 1st CO of the USS Southard DD-207. He would invent the Navy Cipher (Code) Box, relieve Nimitz of ComBatDiv1 in 1939, and rise to the rank of Vice Admiral.
- [CDR Raymond A. Spruance](#), 1st CO of USS Percival DD-298, one of our greatest Admirals.
- [LCDR Charles E. Rosendahl](#), 1st CO of:
  - USS William James DD-308 commissioned 30, Sept 1920
  - USS Yarborough DD-314 commissioned 31, Dec 1920
  - USS Marcus DD-321 commissioned 23, Feb 1921
  - USS Melvin DD-335 commissioned 31, May 1921

Rosendahl would earn the Navy Cross by saving his ship the USS Minneapolis (CA-36) after losing the bow to enemy gunfire on 30 Nov 1942 in the [Battle of Tassafaronga](#) off Guadalcanal and then returning it to Tulagi on one boiler. He achieved rank of Vice Admiral.

This book underscores the incredibly high price paid by these destroyers and their crews during World War II. The prices paid are described without prejudice or sentimentality, but the book conveys information that evokes strong feelings of gratitude and sadness that facts cannot be hidden.

I tried hard to keep my tears from spoiling the fine quality of this book's printed pages, but they did manage to moisten the pages I used to compose this review.

### Tell Me What Were Their Names

The first USN ship lost in action in WWII was the [USS Reuben James](#) DD-245 which was torpedoed and sunk on [Halloween](#) 31, Oct 1941 by German submarine [U-562](#) while escorting a convoy off Iceland. About 115 crewmen were lost, including all of the officers. Only 41 men were saved. The story of the

Reuben James is immortalized in the song [The Sinking of the Reuben James](#) by Woody Guthrie. The song has also been covered by numerous artists including the Weavers, Will Greer, Johnny Horton, the Kingston Trio, Dennis Weaver, the Highwaymen, Pete Seeger, Country Joe McDonald, among many others.

### Service Distinctions and Ship's Demise

There is a faithful accounting of ship encounters including collisions, groundings, significant damage and sinkings, which often include crew-casualty assessments. There are some reports of damage inflicted by these destroyers, but not a complete accounting which is difficult if not impossible. There are many of these ships which were transferred to the Royal Navy, and in some instances (USS Herndon DD-217 -> HMS Churchill -> Dyatelin) ultimately transferred to Russia.

Of the 212 destroyers covered here, 59 were casualties, 31 of which were sunk by enemy action in WWII (most of which were Clemson Class.) One ship, USS Stewart DD-224 was refloated and repurposed by the Japanese at Surabaya, Java in April 1943. 53 Clemson Class destroyers were scrapped between 1930 and 1936 in accordance with the London Treaty for Naval Limitations.

USS Moody DD-277 was scrapped in accordance with the London Treaty, but the "hulk" was then sold to MGM Studios for \$35000 and purposely sunk 21, Feb 1933 off California for a sea battle scene in the movie "Hell Below". The book lists the sale price to MGM of \$5000, and identifies the movie as "Sea Pigs" which film I couldn't find. (*Editor's Note: See link to "Hell Below" [here](#).*)

The timelines in which ships were struck from the US Navy register; and, ultimately where and when scrapped is recorded for each individual ship. In many cases the scrap value is recorded ( \$147 - \$20838). Some ships tended to be sold for exactly the same amounts - many for \$5789 and many others for \$8777. Quite the bargain, even in "then year" dollars.

The low price \$147 for the flagship [USS Delphy](#) DD-261 represents a sale "as is, where is", since it was scrapped in-place where it was [grounded and wrecked in the fog](#) in the Santa Barbara Channel, 8, Sept 1923. Other Clemson-class destroyers followed the flawed navigation of the USS Delphy and foundered, collided and grounded in the same disaster, and were ultimately scrapped and sold for \$147 along with Delphy. These were also sold as-is, where is. The book includes a photo of the aftermath of this disaster. This was not a good day for the US Navy.

The highest recorded sale price \$20838 was received from the Boston Metals Co. in Baltimore, MD, for the Mahan class destroyer USS Cummings DD-365 on 17, JUL 1947.

Other reviews:

Fighting Ships of the US Navy 1883 - 2019 by Venner F. Milewski, Jr

Volume One, Part One: Fleet Carriers

Volume One, Part Two: Escort Carriers

Volume Two, Battleships and New Navy Monitors

Volume Three: Cruisers and Command Ships

Volume Four, Part One: Torpedo Boats and Destroyers

Volume Four, Part Three: Destroyers (1938 - 1943)

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## Kotare Spitfire Mk. Ia (mid)



By Bob LaBouy

This a bit of a departure from my usual builds, though I must admit that I have long admired the Spitfire aircraft and had only constructed models in the 'godly scale' (1/72) and then in 1/48<sup>th</sup>. If you are looking for a model of the early Spitfire who was credited with over 1350 aerial victories, you'll probably purchase this kit. For a much more detail coverage of the Spitfire family of aircraft, I suggest you read at least the following:

Great background for the Spitfire and its entire history in a condensed form: [Here](#)

Steven Corvi's [IPMS/USA review](#)

Wiki.warthunder's review of the [Spitfire](#)

### Initial impressions:

Wow. This summarizes my initial impressions of this [kit](#) from the inception, its original design, the dimensions, the organization of the kit itself (more about this a few lines below), the box art (which always provides me with my initial motivation to both purchase the kit and what I hope it will look like built up), the sprue sections, the decals and is very promising.



While I have had numerous (at least one that I recall) asking about the name Kotare, it comes from a bird indigenous to the Southwest Pacific and Polynesian areas. The Kotare is a very attractive bird also known as the [“sacred kingfisher.”](#)

Often when a company like Wingnut Wings leaves the marketplace it’s for a variety of reasons, very often financial. And along with the team that produced those higher detailed and beautiful kits (and the best instruction sheets I’ve seen) is left to define their futures. In this instance, almost all the original team is back designing the kits, in much the same manner as they produced the Wingnut Wings kits, though in my judgement, this is where kit tracks diverge.

**KOTARE**

### K32004 1/32 Spitfire Mk.I (Early)

The legendary Supermarine Type 300 "Spitfire" is undoubtedly one of the most famous, and perhaps the most beautiful, aircraft of all time. Designed from 1934 under the guidance of Supermarine Aviation Works' chief designer Reginald Mitchell, Joseph South and "Mick" Bailey, the 500kg Rolls Royce Merlin "C" powered prototype first flew on 5 March 1936. It was considerably heavier than it was intended to be and its initial production order was placed in only four 1936 for 100 aircraft. Numerous delays at Supermarine and many of the approximately 100 sub-contractors ensured that the first production Spitfire was not completed until mid-May 1938 and the final aircraft from the order was only delivered in September 1939.

Early production Spitfire Mk.Is in the K30000 & K31000 serial number range (completed between May 1938 and September 1939 and featured in this model), were initially powered by a 1350hp Rolls Royce Merlin II engine and featured a 2-blade fixed pitch propeller, 8 Browning .303" machine guns, single cylinder radial engine exhaust manifolds, a full top-mounted aerial mast and a tail finelage adorned with tapered gables with radial rivets for ease of construction. The main planes and fins of the fuselage were black painted and painted and sealed aircraft for improved performance. Numerous improvements were introduced throughout production, many of which were eventually introduced to earlier aircraft which included gun bracketing, Rolls Royce Merlin III engine, 2-blade fixed pitch (4-blade fixed pitch) propeller, exhaust manifold of simplified construction, single radio gear box, radiator gun sight and a radio canopy based for improved visibility.

Mid production Mk.Is in the K32000 & K33000 serial number range (completed between September 1939 and April 1940), saw the introduction of armoured windscreen glass and protective plating over the upper fuel tank which necessitated shortening the engine cowling slightly (which were considered to reduce production aircraft) as well as an improved lever-operated "fuel position" cockpit door catch, tapered aerial post and a voltage regulator positioned behind the pilot's headrest. Selected aircraft received a constant speed fuel (CSU) propeller and the temporary modification of the TR.133 V16 radio, which did not require an external aerial wire.

Late production Mk.Is in the K34000, K35000 & K36000 serial number range (completed between May 1940 and April 1941) and K32000 (from July 1941 to August 1942) saw the introduction of constant speed (4-blade fixed pitch) propeller and armoured glass behind the pilot's seat & headrest (which were introduced to earlier production aircraft) as well as engine driven undercarriage struts. Other incremental changes were introduced such as a composite "blister" and "radar dome" radio aerials, engine cooling lights in the fuel tank plating, an installation of the TR.133 V16 radio and saw the elimination of the gauge for the top fuel tank, fuel pressure gauge, pitot static and front parachute flare tube. In mid 1940 some Mk.Is were armed with 2 Hispano 20mm cannons and were designated the Spitfire Mk.Ic for which time the 8 gun armed aircraft was re-designated the Mk.Ia. The canopy proved to be so unreliable that the Mk.Ic was withdrawn from service until improvements had been made in late 1940. Numerous engine, airframe and armament improvements were made to the Spitfire before production ceased in 1940, by which time over 20000 had been produced in 2-draw variants with the most notable being the K30000 Mk.I, K31000 Mk.I, K32000 Mk.Ic, K33000 Mk.Ic, the photo reconnaissance Mk.Ic and the modified Spitfire Mk.Ic.

Spitfire Mk.I colour schemes are surprisingly varied and complicated. fuselage areas were painted with light grey before being painted aluminium, except for the cockpit between frames 8 & 11 which was painted in a colour described as "Supermarine green" and "apple green". Note that the difference from the public games, "Army Green" (of which various shades have additionally been noted) used on later production Spitfires built by other manufacturers. Major structural components supplied by sub-contractors could be delivered in various shades of grey green or aluminium or even black.

The underside paint finish varied greatly throughout Mk.I production and service, initially being painted aluminium and late April 1939 when the post-hole was painted light (black) and the starboard white (light along the centreline). Then from late February 1940, supposedly all "blister" except for the post-hole main plane (only) which was light, although photographic evidence indicates that the underside of the nose, rear fuselage and tailplane were usually painted with aluminium. From late 1940 the underside was supposed to be painted "Sky Type 5... duck egg bluish green" but sky grey and sky blue also appear to have been used and then from November 1940 the post-hole main plane (only) was again finished in light. Aircraft were so painted in various interpretations of these specifications in the field as well as application of paint (including level money allowed), which resulted that a wide variety of finishes were possible.

Contemporary photos contain different shades of Dark Earth and Dark Green (even on the same aircraft) which were applied with a hand application first on the Spitfire Mk.I. Camouflage was applied in 2-drawings, the A and B schemes which were mirror of each other. Spitfire sub-models were usually (though pre-painted) as a single aircraft could exhibit a variety of shades, and sometimes the camouflage patterns would not match perfectly from one sub-assembly component to the next. Additionally, engine numbering (or painting) may help reveal that a wide variety of final differences could be seen. The fabric covered radials, elevator and ailerons were undercoated in mid-down dope before being painted and frequently appear paler than the aluminium (unpainted) metal parts. Therefore, unfortunately, there is no "one size" Dark Earth, Dark Green, Sky Type 5 or various grey-green paint colour suitable for all Spitfire Mk.I models as, while we have tried our best with our paint suggestions, there is no doubt many will disagree with us. Which is OK.

Richard Alexander 2023

Version	Engine	Wing Span	Wing Area	Wing Tip
Mk I (C1-C2)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C3-C4)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C5-C6)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C7-C8)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C9-C10)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C11-C12)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C13-C14)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C15-C16)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C17-C18)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C19-C20)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C21-C22)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C23-C24)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C25-C26)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C27-C28)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C29-C30)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C31-C32)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C33-C34)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C35-C36)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C37-C38)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C39-C40)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C41-C42)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C43-C44)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C45-C46)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C47-C48)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C49-C50)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C51-C52)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C53-C54)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C55-C56)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C57-C58)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C59-C60)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C61-C62)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C63-C64)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C65-C66)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C67-C68)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C69-C70)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C71-C72)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C73-C74)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C75-C76)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C77-C78)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C79-C80)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C81-C82)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C83-C84)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C85-C86)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C87-C88)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C89-C90)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C91-C92)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C93-C94)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C95-C96)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C97-C98)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)
Mk I (C99-C100)	2000 1100 (9-12)	6100 (2700)	10000	10000 (1000)

Supermarine Service engineering drawings - Air's Series Spitfire 1-Aircraft Models in all Drawings, Air Publications 1216A, Spitfire 1 & 2 Aircraft Schedule of Spare Parts, Air Publications 1216B & 1217 - Supermarine Spitfire Mk I & 2A/2B Service, 1938 to the Battle of Britain, Wingnut Photos Number 11 2010 - The Spitfire Story, Alfred Price, Avon Publishing 1962 - Spitfire The History, Ian G. Burgess and Edward Osler/Lark, Air Publishing 1967 - Spitfire series (various), Edge Books - The Impregnable Fortress - Australian War Memorial Museum - Mark Publications - Colin Davis - Edge Books 1981, 1983A - New York, NY - The following additional general photos for production in this instruction booklet, for which we are gratefully grateful: [wingnut.com](#) - Air Force Museum of New Zealand - The Spitfire 100 Year - 100 Spitfire Airline - Victoria Supermarine Spitfire Publications - Daily World Airline - British Empire Airways - Spitfire - Private Collector (various).

In these instructions, Kotare provides a rather detailed history of the Supermarine Spitfire and the Mk.1a (Mid) version specifically. You'll find very nice fully colored set of instructions printed on a heavy paper which often provides detail drawings (with light blue section callouts) as well as numerous black and white period photos of these aircraft to illustrate small details. A beautiful decal sheet, with markings for three different aircraft for the 1938 to 1940 periods.

#### Construction notes:

The kit part trees are clearly shown along with the decal sheet. Another benefit in the Kotare kit is that there are alternate parts in several areas: e.g. two propellers (with the corresponding hubs), and both open and closed canopies.

If you've chosen this kit expecting to find the 'good old' Wing Nut Kits instructions, I expect you'll be disappointed. Vague in many respects is what encountered. Many of the instructional views don't

appear to be in a logical progression; these sequences which appear to me to be out of order, though this may just from my prospective.

However, from page 6 through 9 I lost sight of just where everything should be assembled. When you've gone to the cockpit and 'rigging guide' I found there was a great deal left to the imagination. The 'Paint Guide' reasonably clear to colors needed (again assuming you're okay with necessary Tamiya paint mixing formulas or have the Humbrol colors available), but then you must divine the side wall and cockpit





locations. I finally used the interior drawings to accomplish, after a great deal of head scratching. There are also a significant number (25) of small placard decals on these two side walls and head rest area to be applied. As you turn to page 8 you find that several small pieces you might painted previously are to be attached and have five more decals needed. And then several other small parts, which I had painted and installed previously are now called for on page 9. Possibly I'm past my 'pull date' but I found several of these instruction steps difficult to follow—hopefully you'll see them in the light

in which they are intended to be seen.

As I moved onto the spinal cover and engine cowl, I was further disappointed by the fit issues, several areas requiring sanding and filing, and most of which were eventually solved by using Vallejo Plastic Putty (# 70.401).

As I worked further on this kit, I encountered numerous other small fit issues—most of which were (again) resolved careful sanding; however, my believe is that these could have avoided through more careful design and engineering. As my recent reviews of Eduard kits concluded, these issues simply don't exist across many kits. An example, the 'Tail Plane' assembly includes both the rear aileron and a small tail piece, # A19, which surgery to fit properly. And why are the ailerons depicted in metal?

I ran into a similar situation when confronting the fuselage and wing assembly. While the wing roots and base wing parts went to get rather easily, mating them to the fuselage almost a nightmare. I finally got them together rather closely, again with the aid of my Vallejo plastic putty. Even the small underwing fuselage light lens does not fit the opening. Simple things. The tail wheel, which has the beveled base does not sit level to the ground, again why?

I was also disappointed to not find canopy masks for the Kotare Spitfire—something that could/should have been included, forcing the modeler to either hand cut them or to purchase any of the third-party mask sets readily available. I used a set from Eduard, which worked great and was specifically cut for the Kotare kit.

On the plus side, both the rudder and ailerons are posed which creates a 'lived in' appearance to the Spitfire.





There are several aspects where it might have benefited from even a small PE sheet, absent on this kit as well.

The decals are beautiful, displaying perfect register and vivid colors. I assume these decals are produced by Cartograf in Italy, though there is no attribution to the company. The adherence is great and there's very little film around the edges and there's no color bleed through. I affixed to the surface by simply soaking them in room temperature water and used Solvaset Decal Setting Solution (# 904-470) to insure a tight

surface for the decals.

### Painting:

One complaint I have with the Kotare painting guide is that there is very little offered to the builder, with the only paints listed are Tamiya (I inevitably run into issues knowing how to achieve the various percentage indicated) and Humbrol (don't get me started on their silly little cans!!) along with the associated Fed Standard (with none for about a dozen without any color matches shown). This is a serious weakness in my opinion especially in this time, with so many laquer, acrylics and enamel paints to choose from.



I wound up using a combination of colors, much of which was based on the kit images (a few of which I am attaching below should you choose to use them). If you are interested some excellent photos from an accomplished builder, I recommend the Britmodeller.com reviews at:

(a) [Britmodeller Forums](#)

(b) [Peter Oxley's comments](#)

(b) [Florymodel's observations](#)

For my basic interior colors (cockpit and landing gear), RC Real Color 052 Grau-Grey RAL 7003 (RLM 02), exterior white (left side underneath) RC Real Color RC 222 Insignia White (FS 17875), RC Real Color RC 287 RAF Dark Earth, RC Real Color RC 286 RAF Dark Green, several very small amounts of Vallejo acrylic colors for spot and touch-up painting, tires: Mission Models Worn Black Grey Tires Camo (#MMP-105), I used a small amount of Flysea Chrome Paint Marker High Gloss Liquid Chromium, which when applied on the piston areas, and Alclad's Aqua Gloss Clear (#ALC 600) in order to provide a glossy base for





decals. My painting included a small amount of pin washes, using 502 Abteilung Brown Wash #ABT080. And my overall final finish using Testors Dullcoat Lacquer (#1160).

**Summary:**

I wish I could recommend this Spitfire without reservation; sadly, this is not what initially saw as beautiful kit and then as we often find, the 'plot thickens....' It was not an enjoyable build for me. With the caveat that the errors were possibly of my own making. I

recognize I may be comparing apples and oranges to some extent, with this kit, but it is not of the Tamiya, Eduard, ICM or Arma level quality for the money again in my opinion.

A redeeming feature is that I don't believe there is another model of this Battle of Britain era aircraft competing in 1/32<sup>nd</sup> scale; while Scalemates does list several kits, the quality and accuracy of several of these kits debatable. I am at a loss to explain the lack of PE, simulated fabric on the ailerons and canopy masks—all of which are commonplace in many kits of this scale and at a comparable price. On the other hand, if you're looking for a larger scale model of the early Spitfire, I recommend the Kotare kit.

Would I buy another \$99 Kotare kit, probably not. Hopefully, my several images of the Kotare Spitfire Mk. 1a help you in your decisions.



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## Beobachtungspanzerwagen Sd.Kfz. 251/18 Ausf. A



By Eric Christianson

*(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the [IPMS USA website](#) or on our own [IPMS Seattle website](#).)*

Ever productive Kiev-based ICM is back again with a new offering in its Sd.Kfz. 251 halftrack line; this time with the /18 WWII German Observation Vehicle, with crew. This highly detailed, ubiquitous subject offers two build options; one sporting an MG-34 up-front, and the other a straight reconnaissance vehicle. Included are a highly detailed radio set, a full engine and transmission, and dual, posable doors in the back reflecting the early 'A' model design. ICM has gone all out on this gem of a kit, even adding five, fully detailed figures to the mix.

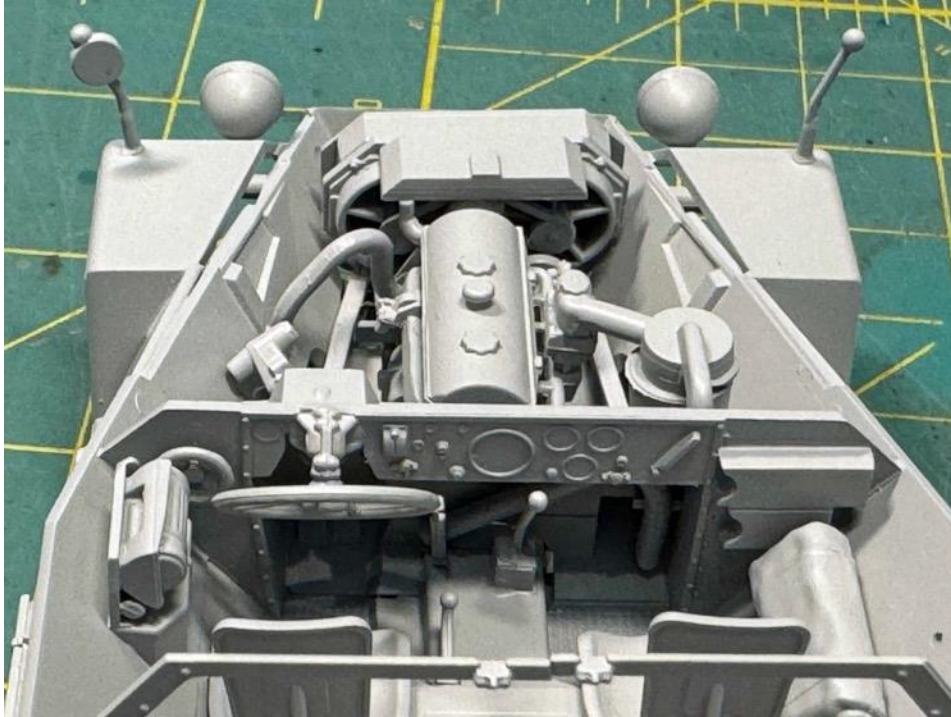




## History

During the Second World War, the [Sd.Kfz. 251](#) was the primary armored personnel carrier of Germany, and served as a base vehicle for many other specialized halftracks. The Sd.Kfz. 251/18 variant (Mittlerer Beobachtungspanzerwagen) was an armored personnel carrier employed for observation and communications, distinguished by a map table mounted on the roof of the control room. Some of these combat vehicles remained armed with an MG 34 machine gun with a shield, while others were equipped with the S.F.14Z rangefinder for observation, targeting and distance determination. This latter version is the subject of this build.

## The Kit



As far as I know, this is the only injection-plastic kit of this particular vehicle mark, although ICM produces several other versions of the Sd.Kfz. 251 halftrack. The first thing I noticed about this release was the number of parts in the box. This kit is made for modelers who like to *build* a model. While a lot of the detail is covered up in the end, ICM has put a lot of time and effort into features that are mostly

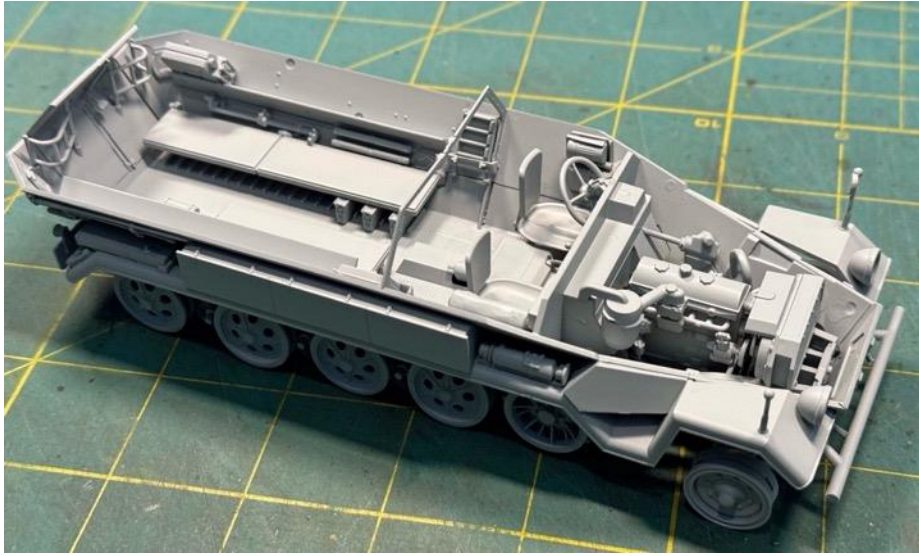
missing in other -251 kits. A full engine (that can be exposed by an open hood), functioning view ports, separate wheel swing arms, a full assortment of interior tools and rifles, posable rear clamshell doors, and the complex interleaved wheels that give German halftracks their unique look. Poly tires and a set of rubber-band tracks finish the vehicle off.



Two separate sprues contain five unique figures that can be added to the interior of the halftrack, including two radio operators, a driver, and two officers.

The kit is shipped in a sturdy 'locking' clamshell

box, but instead of sliding a simple sleeve over the box, ICM drops a standard model box top over it. The overall impression is one of sturdiness. Since the kit is not shrink-wrapped, the double-layering



helps to ensure that nothing will be lost in transit. Nice. Once open, all parts are bagged and the decals are slipped inside the instruction booklet.

The plastic is soft but not too soft, and the molding is excellent with no noticeable flash. The sink marks that are present can easily be filled in before assembly, if desired. The two tires

are slipped over separate wheels to allow for easy painting.

The detail overall is crisp and the number of attachment points and nodes, while many, are in areas that are easily addressed. While many of the parts are very delicate, ICM pulls off the design without resorting to using photo-etch, which is a big plus (for me at least).

#### The contents of the box include:

Seven sprues of parts molded in light-grey plastic.

Two sprues of figure parts molded in light-grey plastic.

One sprue of clear parts, including headlights.

1 medium-sized decal sheet

1 32-page, full-size color instruction booklet, including a parts map and (three) four-view color painting and decal guide. All text and label information are translated into English.

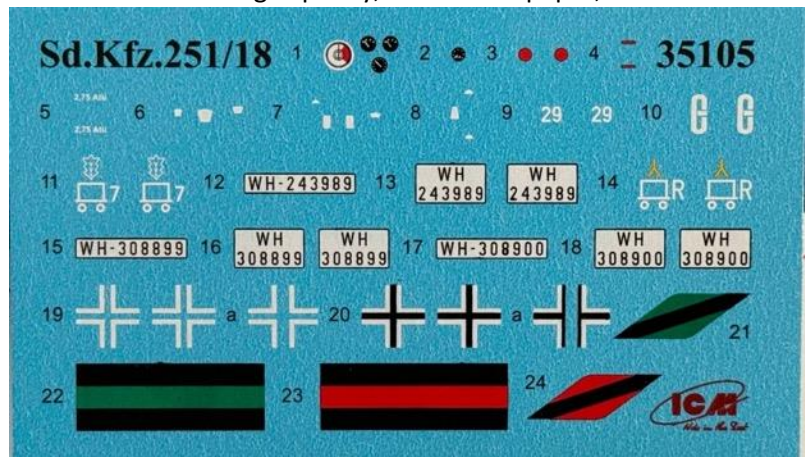
Markings provided are for three vehicles, all WWII German Wehrmacht.

#### The Instructions

The instruction booklet is excellent. Printed in color on high-quality, satin-finish paper, it starts off with a short history and vehicle specifications, color reference information, contact information,

and an excellent parts map with unused parts clearly identified.

What follows is a two-color set of instructions broken into 118 well-illustrated, small steps. Images are rendered from several angles so you are never forced to guess about how things go on 'the other side'. There are three separate,





full color pages that show the paint callouts for the five figures include in the kit. The last three pages show full-color multi-views of camouflage schemes – all in early-war German grey, as follows:

1. Beobachtungspanzerwagen Sd.Kfz. 251/18 Ausf. A, 1<sup>st</sup> Panzer Division (1.Pz.D), France 1940
2. Beobachtungspanzerwagen Sd.Kfz. 251/18 Ausf. A, unknown subdivision, Belarus, 1941
3. Beobachtungspanzerwagen Sd.Kfz. 251/18 Ausf. A1<sup>st</sup> Panzer Division (1.Pz.D), Eastern Front 1942
- 4.

Clearly ICM has invested heavily in making an excellent set of instructions, and the quality shows through. Good job.

### What to Consider Before You Start



There is a lot of detail that is visible on the finished model, adding several painting steps during the build which will cause you to deviate from the instructions as needed.

Conversely, other parts cannot be seen on the finished model, so there are several decisions that need to be made up front. There is ample room inside the vehicle (even with all the figures in place) for personal equipment, jerry cans, etc.

Some parts are very small and delicate and care in handling must be taken once they are attached. The tires can be finished separately and attached at the end of the build. Otherwise, with few exceptions, everything fits very well.

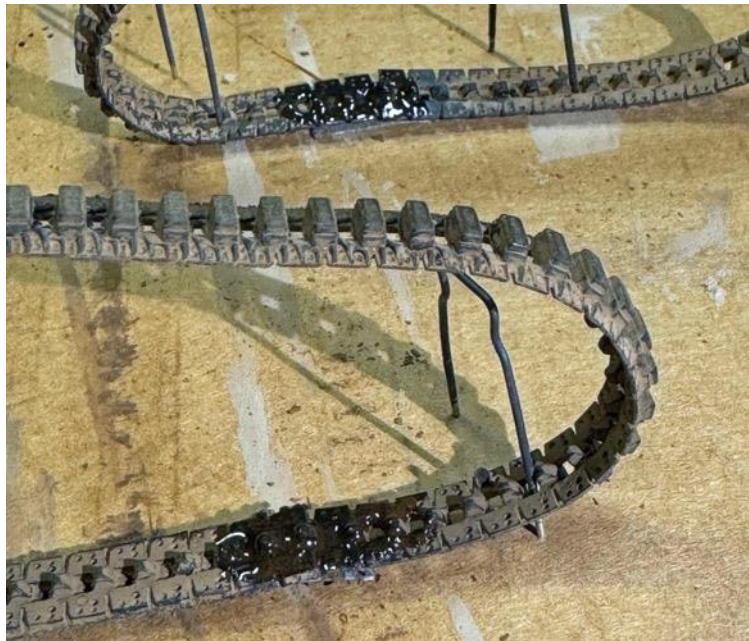
### The Track

As I stated above, the fit of everything, with few exceptions, is excellent. One of those exceptions, unfortunately, was the track. Let me first say, I applaud ICM for providing a set of highly detailed, rubber-band track for this vehicle. The tracks found on German halftracks have a unique design – with rubber pads protruding from the outside of each link, and heavy cleats that line the inside. Those external pads are difficult to reproduce with individual link track and many times come as extra parts that must be lined up and glued on individually. As a result, the decision to use rubber-band track, I think, is a good one.

The problems I had with these particular tracks were with the fit, and with attaching the ends of the track together. No glues would work, period; the unusual shape of the links with attached pads precluded the use of a stapler; and using thread to tie the ends together tended to ‘twist’ the track where connected. What to do.

I ended up placing a small piece of Gorilla Tape to at least six pads on each track, three pads to each side. Once secured, I smoothed on a lump of 5-minute epoxy and let things dry overnight. Once set, I carefully removed the tape and everything held together while I worked it around the drive sprocket and wheels. The track runs held, and the epoxied area on each run was covered up with pigments.

But my challenges did not end there. I had to clip off several of the inner pads of the track around the drive sprocket so I could fit them in under the fenders, and while one track run fit perfectly; the other one was longer –

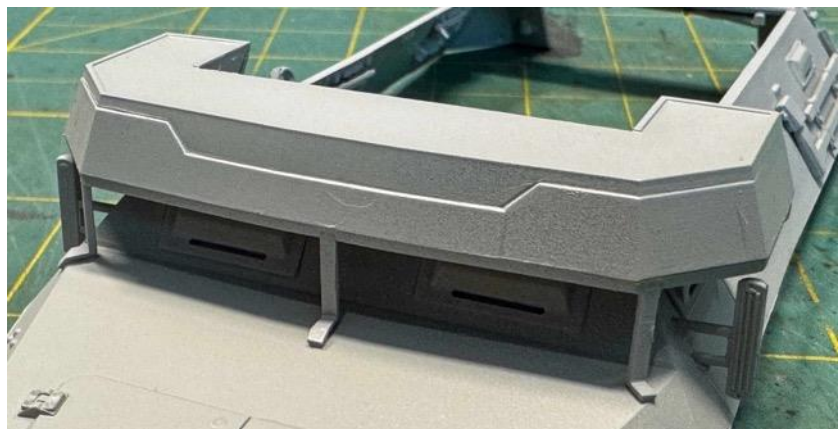


causing open bulges on each end of the port-side running gear. Not a big deal, but enough to knock if out of competition. I looked at the instructions – the wheels could not have been modeled too close together on one side, so this problem was with the track. Overall, however, the issues I had paled in comparison to what I would have to do if these were individual-link track with their accompanying track pads. Normally, at least with other -251 builds, assembly would end here – but not with ICM's kit... I still had 23 Steps to go!

With the upper hull and tracks in place, the instructions turned to a myriad of external gear and other detail. This

included the pioneer tools, lights, license plate holders, and, uniquely on the /18, the commanders map table overhang up front, distinguishing this mark from other -251's. The five legs supporting the overhang should be added all at once so you will have time to adjust and seat each leg on the front hood correctly.

ICM gives the modeler two options for finishing the Sd.Kfz. 251/18 – one is with a standard Mg34 and shield up front, or a





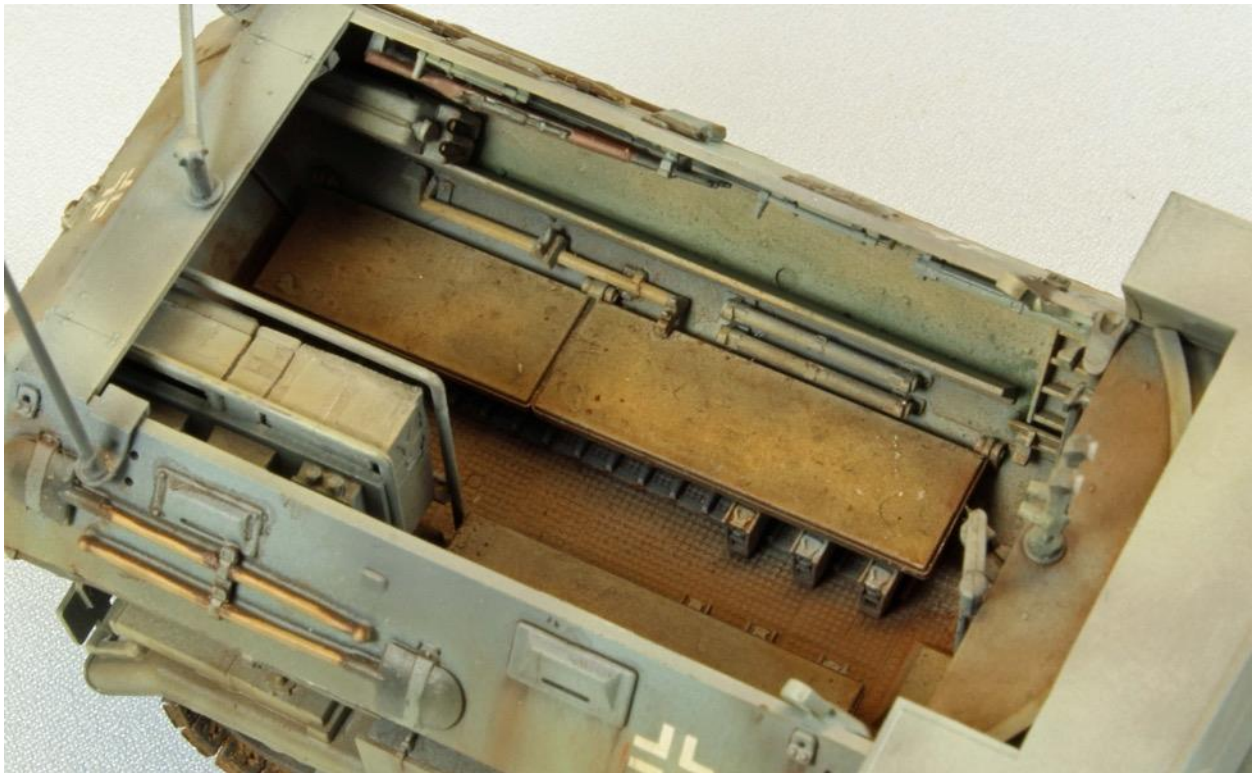
nice four-piece observation binocular and support base. I chose the latter since it is the real distinguishing feature of this mark along with the overhang. And then I was done. This little guy was ready for paint.

### **Painting, Decals and Finish**

I decided to paint my -251 in an overall two-tone German Gray scheme with a little color-modulation thrown in to keep things interesting.

Before painting, I made a sticky board of all the parts that were finished separately. These included the eight outer wheels, antenna, rifles, and a canvas rack.

I started by applying a coat of Alclad Black Primer for my dark, primer/pre-shade lacquer coat. I use a



dark primer coat to give the plastic some grip, and to fill in the recesses - creating a shadow effect near the flat surface edges and adding depth for subsequent coats to come.

After the primer had degassed, I carefully laid down a graduating layer of AKI Real Colors RC256 Blue Grey. I made sure to go slowly, feathering the bottom sides and hitting the highlighted areas, such as the hood panels and fender sides. I followed this with a camouflage coat of Tamiya XF-63 German Grey to finish the two-tone scheme. I then painted the interior surfaces with AKI Real Colors RC013 Off-White. Once this had dried, I went to work on the detail painting using the following products:

**Seats** - Vallejo PA311 New Wood, followed by an enamel wash using AKI Wash for Wood

**Radios** – Tamiya XF-63 German Gray racks with XF-25 Light Sea Grey faces.

**Rifles** – Tamiya XF-69 NATO Black for the metal parts, Vallejo PA312 Leather Belt for the wood parts.



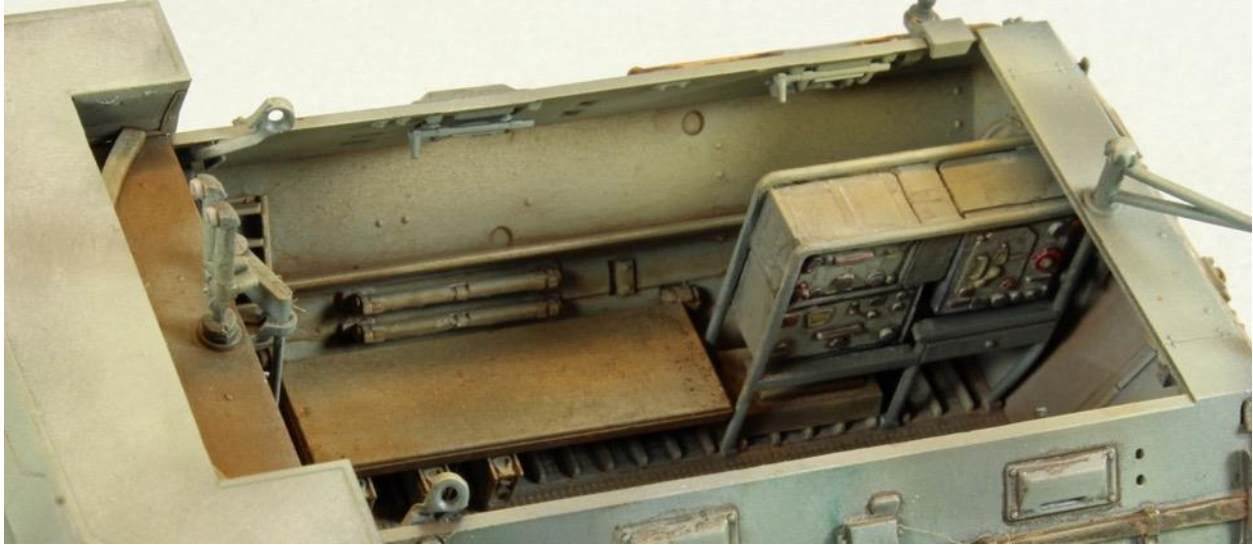
**Exhaust** – AKI Dark Sepia Wash

**Tail Lights** - Vallejo 307 Red Tail Light

**Fire Extinguisher** – Heavily thinned Tamiya X-7 Red.

**Tires** – Mig European Dust Pigment (slurry)

**Pioneer Tools** – Tamiya XF-57 Buff and XF-69 NATO Black, followed by an un-thinned oil wash using Abt080 Mig Wash Brown. Once the oil had set, I wiped most of it off using Q-tips.



Once satisfied, I laid down a coat of Alclad Aqua-Gloss acrylic to prepare the surfaces for washes and decals.

I applied the decals using Red and Blue MicroSol/MicroSet without any problems. The ICM decals are very thin and separate from the backing effortlessly. Once the decals were dry, I applied an overall wash using AKI AK325 Dark Umber and AK324 Dark Sepia. Inside and out. When I got to the wheels, I laid the vehicle on its side to allow the wash to dry evenly. I then added rust and rain marks using AKI Enamel Rust Streaks wash. I then shot the whole vehicle with VMS Satin Varnish to kill any shine left over.

As a last step, I gave the vehicle a 'road-dusting' coat of Vallejo Model Air Light Brown, Mig Rust and Concrete pigments.

I finished the vehicle by attaching the clear headlight lenses and antenna with Mig Ultra Glue. Done!





## Conclusion

ICM's recent offerings are a lot of fun to build, and this kit is no exception. While challenging due to the number of small parts, the molding is crisp and everything fits. Once I figured out how I could connect the vinyl track, the rest was just one step after another. ICM deserves a lot of credit for such a great effort in engineering and design here – and they get it done without resorting to photo-etch parts, a big plus in my book.

**One more point to make:** ICM has built a solid reputation for producing excellent models. Sturdy and

intelligent boxing to protect the sprues; consistent use of hidden connection points and modeler-assists; design of assemblies that other manufacturers are challenged by (such as the unusual tracks on German halftracks); and superb instructions. Normally, for these reasons, I would have recommended this kit for all modelers, regardless of experience level, but the high count of small parts and intricate assemblies cause me to suggest that only modelers with a few builds under their belt should attempt a go at this kit. That said, I managed to muddle through the challenges myself, so if you go slow and test-fit the parts, anyone can create a nice replica of this interesting little halftrack.

Accomplishing all of this, while literally living in a dangerous and deadly war zone, is truly inspiring. This small, highly productive, family-owned and operated business deserves our support.

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



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## In Our Own Backyard: Part Three: Blue Glacier, Mt. Olympus

By Norm Filer

In the 1950's the University of Washington built a research station adjacent to the glacier. Since the glacier was within the Olympic National Park, there was no road anywhere near Mt. Olympus and they



limited aircraft landing on the glacier to only actual supply flights and the initial station was established by a small [Aeronca Champ](#).

By the Spring of 1970, the station was getting more activity and needed materials for expansion and update. Shortly after one of the Seattle newspapers ran an article about Kenmore's glacier exploits, Kenmore got a phone call from the University asking if they could do the same thing on the Blue Glacier on Mt. Olympus.



Photo 1: Courtesy Kenmore Air

After looking over photos and maps Bob Munro there appeared to be only two problems, once the approach was started, there was no place to turn around. And take-offs were even more of a challenge. The distance available was far too short to get a Beaver airborne. But the edge of the glacier ended in a smooth icefall that curved down from the snow dome that plunged down into the valley below. He could simply accelerate down the glacier surface, follow the curve over the edge and follow the wall until he had flying speed.

Within weeks of the April 1970 test flight Bob was hauling lumber, food, and fuel



Photo 2: Courtesy Kenmore Air

oil onto the glacier. He flew at least once a week from April through July 1970. When the summer sun started melting sun cups into the surface, operations shut down for the season.

Kenmore eventually supplied the research station for seven years. In 1977 the funding for the project ran out and the flight stopped. Bob hauled out the equipment and unused supplies and that was the end of the glacier flying.

In 1966 Kenmore acquired its first DeHavilland Beaver and since then they have continued to purchase wrecks, used, ex-military Beavers from around the world. They have also established themselves as the go-to Beaver authorities. The modern Kenmore Beaver resembles the original in shape only. They have and continue to design and market an almost endless list of improvements and custom Beavers.

## Acknowledgements

First and foremost, my ongoing thanks to the folks at Kenmore. Especially Bob Munro's son Greg Munro and daughter Leslie Banks and her son Todd. Everyone I have visited with in my many years of visiting and photographing around the place has always treated me like a friend. That's rare in today's world.

References: Conversations with the Kenmore staff, loan of a wonderful privately printed book in the possession of Todd Banks, the President of Kenmore Air. A rather large stake of personal slides (remember those?), personal notes and the book "Success on the Step, Flying Kenmore Air". ISBN 0-9760200-0-9.

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## (Continued from Page 1)

I used a variety of colors in my experimentation. Over black primer, the DunkleGelb (German Dark Yellow) required three or four coats to be completely opaque, but the additional coats went on super quick and easy, so I didn't feel this was a problem (see image). The finish does not look like a 'Sharpie' was used (as some have said online) – there is no 'sheen' visible on the surface. This is real acrylic paint and it goes on and dries like you would expect.

On bare (clean) plastic, the paint covers perfectly with a single pass (See image of Jeep). The next test I intend to make is to paint a model's bare plastic with these pens, and then add shadow with an airbrush as a post-shade step.





The pens are sold individually, in packs of three, or in a 34-color box that holds two full trays of pens (see images). Curiously, the 34-color box does not contain all the colors in the line – a disappointment that I did not discover until I came home. I am not sure what went into the thinking here – I intended to purchase a full set. Also, and this may be a deal killer for some; while the colors in the pen set match their (acrylic/lacquer) cousins, the product numbers are completely different. I would have hoped that these two product lines would have the same numbers with a prefix or something on the pens to identify them as the acrylic pens. This becomes a problem with the

following (common) scenario: AKI lacquers have four ‘DunkleGelb’ shades in their line, while the pens have a single ‘DunkleGelb’ shade. I had to create five paint chips to find the match (Pen = RCM018, Paint = RC061). I hope there will be a cross-reference chart available soon, as well as a bunch of new pens to fill in the set.

Stay tuned – I will have more information on these pens next month. In the meantime, I hope to see everyone this Saturday.



**AK REAL COLORS MARKERS**



**RCM109  
WWII ALLIED AIRCRAFT  
COCKPIT COLORS**

3 Real Colors Markers

This set comprises the three colors that were most commonly used for painting interior surfaces of US and British aircraft during World War II.

Este set incluye tres colores comúnmente utilizados para pintar las superficies interiores de los aviones estadounidenses y británicos durante la Segunda Guerra Mundial.

Contents / Contiene:

RCM102Z INTERIOR GREEN FS 34151  
RCM103Z US/BRITISH YELLOW GREEN  
RCM104Z RAF COCKPIT GREY-GREEN

I hope to see everyone at this Saturday’s general meeting – and until then, Model On!

*Eric*



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## 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](mailto:johncmorel@gmail.com) or see their Facebook page for more information.

## Event Calendar

### AUGUST 31

**Oregon Modelers Society** OMS Model Kit Auction – 10am-2pm Oregon Stamp Society  
4828 NE 33<sup>rd</sup> Ave., Portland OR

### SEPTEMBER 14

**Oregon Mid-Valley Modelers** Mid-Valley Madness '24 - Fall Show and Contest Linn County Expo Center  
3700 Knox Butte Rd. E, Albany, OR

**OCTOBER 5: Palouse Area Modelers** Show Off the Good Stuff - Contest and Show 1912 Center  
412 E. Third St., Moscow, ID

**OCTOBER 12: IPMS Vancouver BC** 52<sup>nd</sup> Annual Scale Model Fest Burnaby, BC Canada

**OCTOBER 26: Sprue Man Group Swap Meet** Barberton Grange – Vancouver, WA Sponsored by the Sprue Man Group

**NOVEMBER 30:** Oregon Modelers Society – Special Event TBD Oregon Stamp Society  
4828 NE 33<sup>rd</sup> Ave., Portland OR

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## 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, 3<sup>rd</sup>, and 5th) from 6pm - 10pm. [LINK](#)

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

**Sundays:** 4:00pm CDT-5:00pm CDT. [LINK](#)

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# Upcoming Meeting Dates

The IPMS Seattle 2024 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.

**August 10, 2024**

**September 14 2024**

**October 12, 2024**

**November 9, 2024**

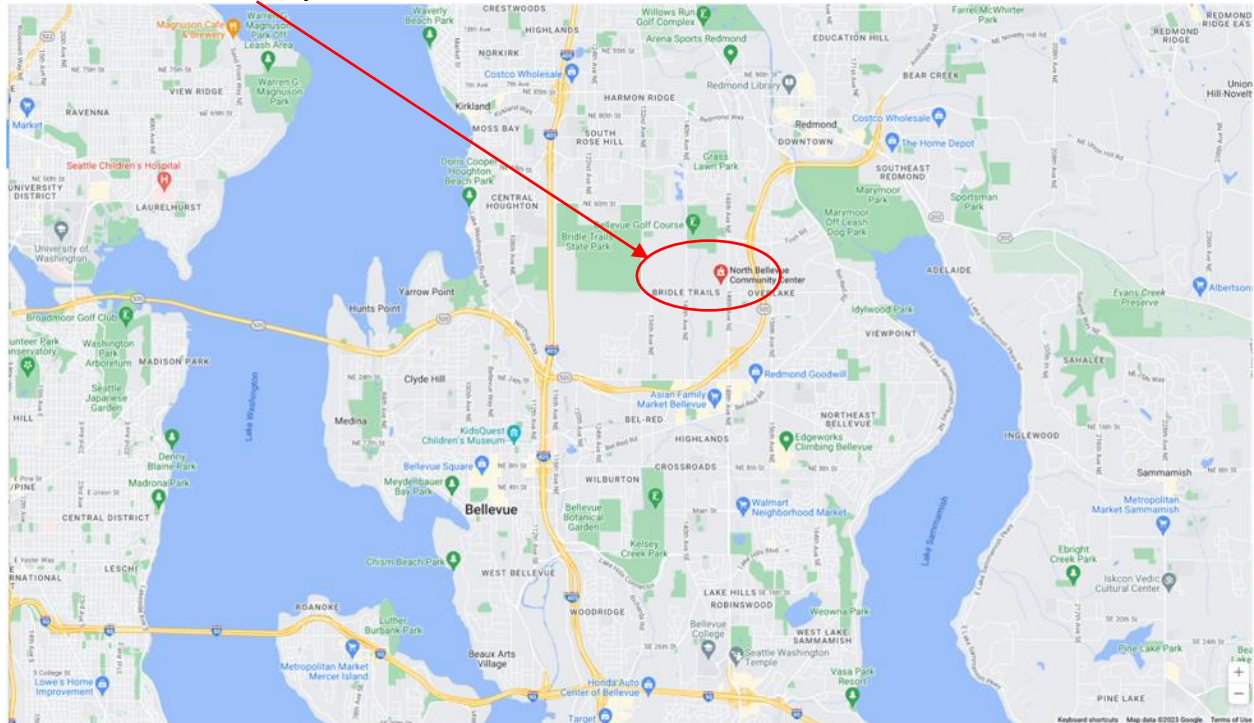
## Next Meeting: August 10, 2024– 10:30 AM to 1:30 PM

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/>)

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