



IPMS Seattle News Seattle Chapter IPMS USA March 2024



Using Lead Foil to Represent Bent and Torn Sheet Metal

We were pressed for time at the last meeting, so I thought I would cover one of the voted-for mini-seminar techniques I learned for super-detailing armor and aircraft.

While the specific examples I use here are for creating realistic side-skirts (schürzten) and fenders on German AFV's, this technique can be used for any application that represents damaged sheet metal, either through combat or simple wear and tear.

Lead foil can be purchased via on-line websites such as UMM-USA [[UMM-USA](#)] or, if you are lucky enough to have an old bottle of wine or champagne, the foil used to seal the top is also made out of lead, or lead-like material.

Unfortunately, newer (corked) bottles use a plastic-like material that does work the same as real lead foil. I am sure there are other sources as well (I've always thought that a toothpaste tube, emptied, cleaned, and cut up, might work in lieu of lead foil but I have never tried it).

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Tamiya Stürmtiger with lead foil side skirts and rear mudguards.

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

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

IPMS 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

ICM Krankenpanzerwagen Sd.Kfz. 251/8 Ausf. A WW II German Ambulance

By Bob LaBouy



A Very Brief History the Krankenpanzerwagen

The Krankenpanzerwagen is another lesser-known version of the Sd.Kfz. 251 and as such a lightly armored semi-tracked vehicle—in plain English it’s an ambulance.

From the [manufacturer’s webpage](#), this is how ICM describes this vehicle:

“Sd.Kfz.251/8 Ausf.A WWII German Ambulance

The Sd.Kfz.251 semi-tracked armored personnel carrier was the main armored vehicle of the Wehrmacht. It was designed by Hanomag in 1938 and mass production started the following summer. The armored personnel carriers were in service with the German army throughout the Second World War and were used in all theatres of operations, with a total quantity of 15,252 vehicles of various series and modifications. The first modification, the Sd.Kfz.251 Ausf.A, was produced in 1939-1940. One of the versions was the Sd.Kfz.251/8 for evacuating the wounded from the battlefield. It could carry a different number of wounded, for example, two lying on a stretcher and four sitting. The stretchers were suspended on special mounts, and semicircular rails for an awning were installed on top of the body to protect it from the rain. The equipment of the transporter also included a drinking water tank, and an additional step was installed at the rear to facilitate boarding the transport compartment. Usually, armored medical transporters were part of Stabskompanie. To distinguish them from other vehicles, they had large signs with a red medical cross on their bodies.”

I recommend that you initially review the several online sites for basic understanding of just what this vehicle was designed for.

(a) [Wikipedia](#)

(b) [Tanks Encyclopedia](#): (this site also provides numerous great color side views schemes including one ambulance) (c) [Nevington War Museum](#)

(d) Another great reference is David Boyle's book on the SD.KFZ. 251/9 - Kanonenwagen: Nuts & Bolts Volume 21

(e) There are two related IPMS/USA reviews which are related to the Sd.Kfz. 251 family of vehicles, which may be of interest and provide a great reference:

(1) [Sd.Kfz.251/9 Ausf D \(Early\)](#)

(2) [SdkFz.251: 251/9 and 251/22 Kanonenwagen German Army and Waffen-SS Western and Eastern Fronts, 1944-45](#)

This Kit

The overall engineering of this kit is excellent. There are 290 parts, 20 pages of instructions (including two full 5-view color drawings), three sprue section illustrations (which provide a guide to those parts not intended for use in this kit) with two rubber band track pieces, two rubber tires and one clear section (largely unused in the construction of this Sd.Kfz.251/8). It's a small kit and from my Murphy's rule, the dimensions appear to be correct. I found the plastic to be softer than that of prior ICM kits I have built.

The Build

The construction of this kit is pretty much straight forward, starting with the interior. If you are the type of modeler who wants to have a kit that almost 'falls together straight from the box', I suspect this might not be the kit for you. I encountered no fit issues, there is some flash requiring clean up by sanding. I encountered a small amount of filing, where I used Vallejo Plastic Putty (#70-401) which I wiped off with tap water. This small kit was fun to build.

Back briefly to the 'build' itself. Initially, you construct the flooring or hull for the armored car followed by the side sections and then the front undercarriage and chassis.

This is where my construction of my Sd. Kfz. 'left the tracks.' I chose not to fully build (nor paint) the complete engine, as I saw it would not be visible in my completed kit. However, the complete engine is included the kit, should you be so inclined. Steps #32 and #33 are necessary and include the firewall and related parts. One aspect which that initially threw me was the large steering wheel, until it dawned on me that the wheel is different from those we



commonly see—with the top of the steering wheel forward and the bottom pushed toward the back of the vehicle.

From there construction moves to the interior details including the bench seat, water barrel, and then stretchers and some other smaller details. In steps #53-55, you are to drill small holes in a delicate cross



piece which is not even visible when fully assembled. Back to the exterior visibility (and gun ports?). Step #58 included covering the hood & engine area, thereby losing any sight of the engine. While took the time to install each of the minute interior observation ports (steps #59-64) once the upper hull structure is completed and inverted this detail are largely invisible, again.

Steps 65-69 again proved to be challenging, covering

the mounting of the stretchers and the top of the armored cab roof area. I found these steps challenging due to the small delicate pieces underneath cab roof and attaining the correct alignment of the pieces involved and dry fitting them numerous times to (hopefully) their final location.

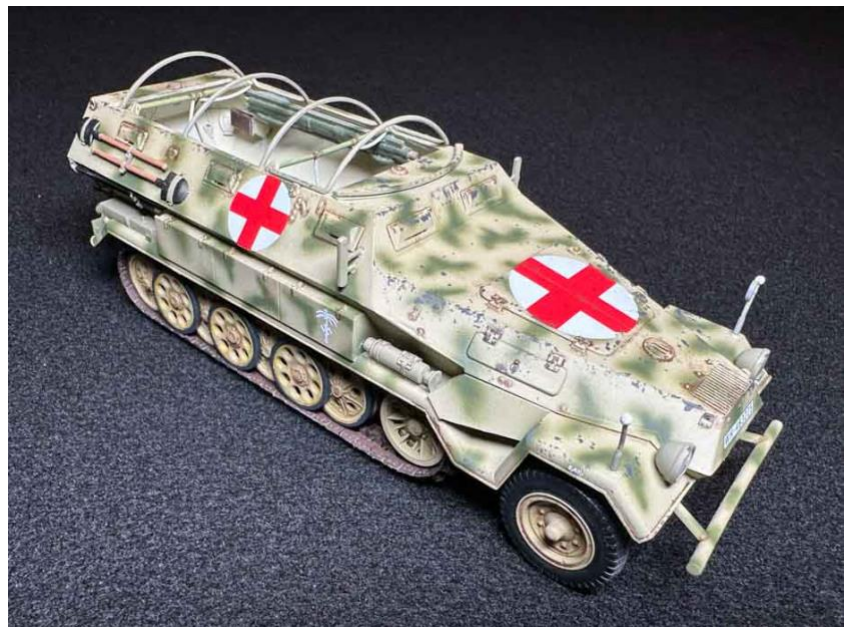
The balance of the instruction steps includes the interleaved road wheels, suspensions, rear doors, head lights and various pioneer tools.

I've attached several images of the Krankenpanzerwagen to provide some idea this kit.

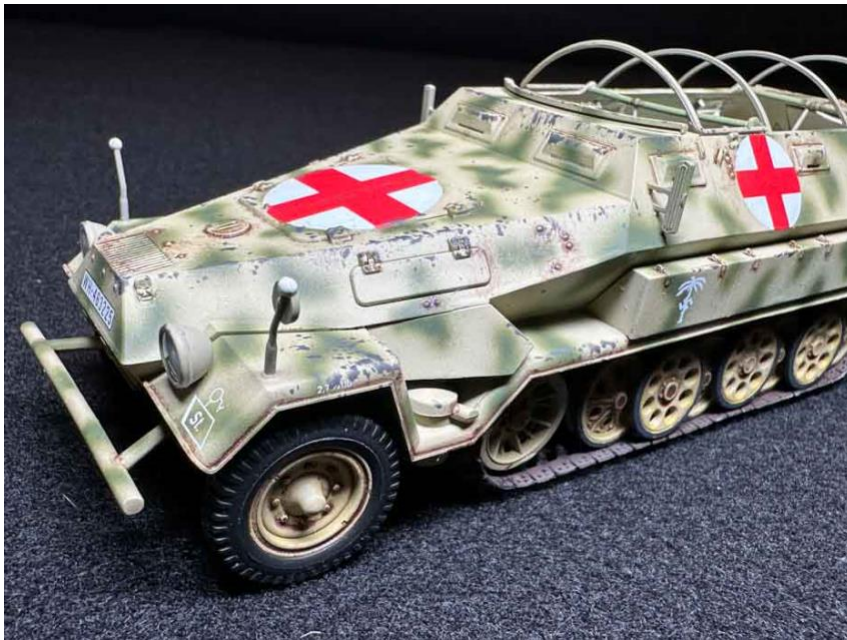
Painting

Again, I looked for an US based retailer selling the ICM acrylic paints without finding one, and sadly again, these are the only paint colors shown for this kit, and I am forced to make substitute paint colors for my ambulance.

One of my favorites is AK Rust



color primer (Rust #AK 184) which allows me to replicate both the universal base color for all German track and provides a great primer coat.



I used a variety of paints to complete this Krankenpanzerwagen. Initially I chose AK Real Color's Dunkelgelb Ausgrabe 44 (Dark Yellow RAL 7028 '44) #RC 061 for the overall paint, Olivgrün (Olive Green RAL 6003) #RC 047 for the green camouflage spots, and Rubber Black #RC 022 for the tires. The interior base color is German WWII Elfenbein Interior White, Mission Models #MMP-082, the seats Mission Models NATO Brown #MMP-033, most of the remaining interior



details using Lifecolor Matt Black #LC 02, lights picked out with AK Extreme Metal Aluminum #AK 479, metal pioneer tools using Vallejo Metal Steel #77 772, and wooden handles with AK 3rd Generation Cork #AK11119.

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. and my overall final finish using Testors Dullcoat Lacquer (#1160).

Decal Markings Included:

Krankenpanzerwagen Sd.Kfz. 251/8 Ausf A, livery variant for North Africa, 1941-42

Krankenpanzerwagen Sd.Kfz. 251/8 Ausf A, livery variant for the Eastern Front, 1941-42

Overall Evaluation

I highly recommend this kit of the ICM Krankenpanzerwagen Sd.Kfz. 251/8 Ausf. A. The ICM kit builds into a small and beautiful representation of this vehicle and compliments this other company's related armor and vehicles in the 1/35th scale.



Vargas Scale Models M2A4 Light Tank

By Eric Christianson



I have been building 3D-printed resin kits from [Vargas Models](#) for almost two years now, and these are just getting better and better. If you are unfamiliar with this small but prolific company, Vargas Models specializes in unusual 3-D printed, limited-run armor models, and is now offering the [M2A4 Light tank](#), the fourth variant of the M2 light tank family (formally Light Tank, M2) that served in the U.S. Army during the interwar period. A few of these vehicles went in with the Marines at Guadalcanal early in the war-it is one of these that this particular offering depicts.

The unmistakable lines of the Stuart hull are evident in the M2A4, and the lower chassis and running gear clearly point to the venerable Allied M3 light tank yet to come. The M2A4 was armed with a 37mm main gun, and no less than five M1919A4 30-caliber machine guns; one mounted in each side sponson, one fixed in the front hull, one coaxially mounted next to the main gun, and a fifth mounted on a pintle on the top of the turret. This last gun is not included in the kit, presumably stowed inside for transport.

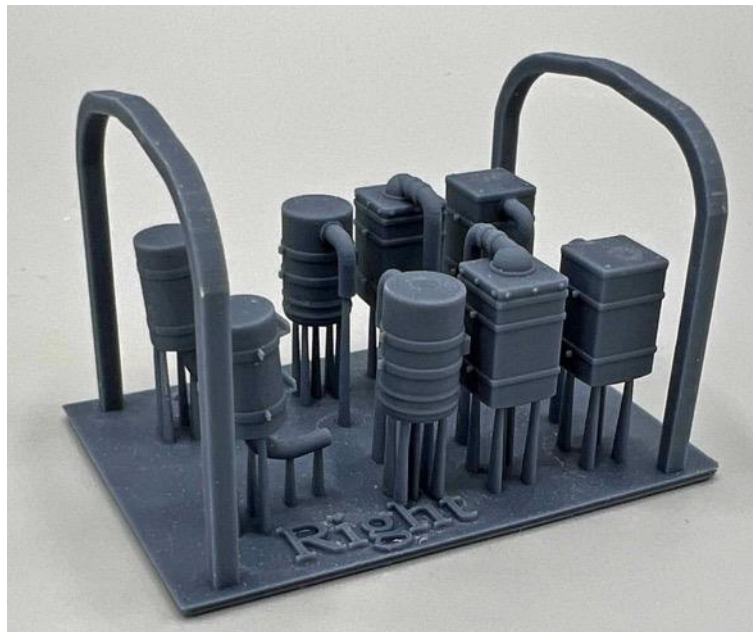
Ultimately the M2's service career was doomed to a limited (but invaluable) training role, providing US tank recruits a far more modern training tank than what was used previously.

The Kit

As with most 3-D printed kits, the Vargas sprues do not have any old-school poured-resin blocks to remove; instead, each sprue contains dozens (hundreds?) of very thin connecting rods that are part of the printing process. This makes the parts very simple to remove from the sprues. Most of the smaller parts are printed within a flexible, protective 'cage' of resin. There are very few actual parts in the box (45), and these are exquisitely detailed – some of the best work I have seen in this medium. Many of these parts are spares and optional – thrown in by Lewis as a friendly gesture – something I really like and appreciate about building models from small companies.

There is cleanup required, to be sure, but nothing like what I would normally expect for limited-run, resin subjects. A welcome addition to this kit is a nice set of 'pioneer' tools, although (some of) these

require the modeler to fabricate some kind of attachment hardware to secure them to the vehicle. The shovel, axe, and two-part pick-axe have beautifully formed molded-on parts to hold them fast to the sides of the hull, while the wrenches and MG tripods need a little help – I used the excellent [‘WWII US Clamp Tool Set’ produced by MJ Miniatures.](#)



The dark-grey resin is firm, but sands easily enough, and there are some surface striations on some of the parts that require attention, making preparation more important than with typical styrene kits. Comparatively, however, this work from Vargas is pretty darn good-to-go as delivered. There are very few, if any, surface flaws and the molding is excellent with no noticeable defects. The detail overall is



crisp, and while many of the parts are very delicate, Vargas pulls everything together without resorting to using photo-etch or other finicky mediums, which is a big plus (for me, at least). The two pieces that represent the full track runs, one for each side, are simply breathtaking, as is the rivet detail throughout.

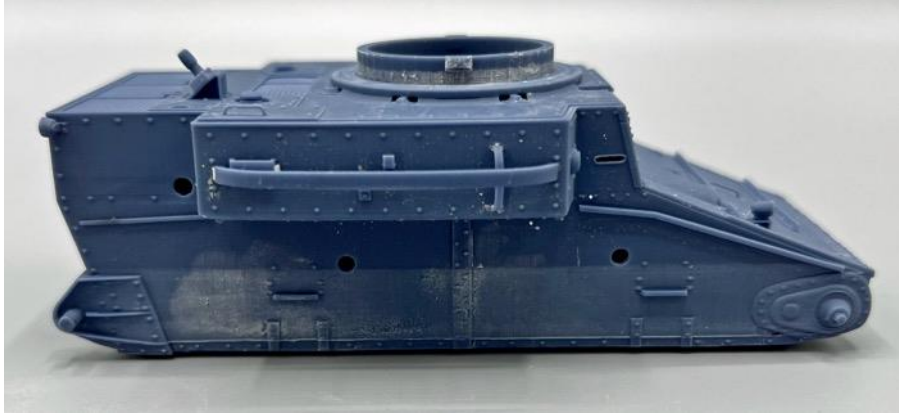
The contents of the box include:

- Two single track sprues, packaged separately.
- One turret, packaged individually.
- The single main hull packaged separately.
- Three sprues of all the remaining parts, packaged separately.
- An 8-page, color instruction booklet consisting of two full-size sheets, folded in half. All text and label information are printed in English.

There are no markings included in the kit – I resorted to my spare decal stash for the markings used.

The Instructions

As with most limited run, resin kits, the instructions are brief and not always ‘enough’. Assembly requires test fitting and comparing what you have to drawings and images of the real thing, easily found



on-line. In place of text, Vargas provides simple CAD images from the printing process itself for use as a rough go-by to start with. Fortunately, each piece is shown assembled and printed in a different color from the one adjoining it, which makes things a little easier

to follow – but only a little. If you have built limited-run kits before, this one is typical – a lot of testing and adjusting surfaces to fit. Fortunately, the images are rendered from several angles so you are rarely forced to guess about how things go on ‘the other side’.

Clean Before You Start

Even though there are relatively few parts in this kit, a 3-D printed model requires a good amount of preparation before assembly. After unwrapping all the parts, and carefully snipping (not pulling) the parts printed inside the protective sprue ‘cages’, I carefully shaved and sanded the surfaces of everything to remove any remaining vestiges of the thin resin posts that held the parts to the sprues.

Next, I went to work smoothing out some minor (but noticeable) grooves on the surfaces of some of the parts, such as the mantlet for the 37mm main gun. The resin is not soft, but it works away with a little effort, resulting in a smooth surface relatively quickly.



Once I thought I had everything pretty well cleaned up, I gave the parts a warm bath in soapy water, rinsing them in warm water. After drying I felt the surfaces with my fingers, and, if I found anything tacky, I repeated the wash, rinse, and dry steps until all the tackiness was gone. With all the parts clean and free of defects, I was ready for assembly.

The Build

The M2A4 instructions start with some good advice – work and test-fit the two large track sections to the side of the hull, so that later, after painting, they will slip on without causing any damage to all the other prickly parts added during the build. Vargas also calls out careful handling of the extremely thin fenders – they are almost translucent! In fact, half of the instructions provided are just to warn the



builder to not be ham-handed during assembly. Fortunately, assembly was straightforward and nearly hassle-free for me. I tend to use a lot of glue when I am building models, even CA glue, and the delicate parts tended to survive handling because of this. The super-thin fenders came a little warped out of the box, which is understandable due to their thinness, and was easily addressed. I simply glued them to the hull sides a little at a time, which allowed me to straighten them up as I went.

The beautifully rendered pioneer tools can be slipped into their place behind the horizontal protective bars that cover them on each side of the hull. Vargas provides no less than four spare bars in case the builder feels that the tools cannot go in without removing the outer bars. Not so – test fit things and you will find that the seemingly impossible is actually possible!

The holes receiving the two sponson machine guns will need to be drilled out a little to provide a good fit, but otherwise they look great.

The front headlights and their guards attach with the most delicate of mating surfaces, so these were the last items I put on. Somehow, I was successful in steering clear of them during painting and finishing.

And that was that – assembly complete, with the wrenches and machine gun tripods set aside for attaching at the end, along with a carbon-fiber antenna from my spares box. Vargas models are perfect for modelers like me, who enjoy the ‘finishing’ steps to those involving assembly.

Decals

Alclad Aqua Gloss acrylic (2 coats) prepared the surfaces; markings are from my spares box.





Finish

There are a surprising number of images of the M2A4 online. The standard US Army Green scheme prevails, along with a nice and satisfying school bus-yellow stripe around the turret for the Guadalcanal version. I chose to add a little weathering to break up the monochromatic finish as much as possible.

Here is a breakdown of the colors, materials, and steps I used to finish the build:

Painting:

Primer/Pre-Shade - Gunze Mr. Surfacer 1500 Black lacquer

Camouflage - AKI Real Color 023 Olive Drab and 024 Olive Drab Faded acrylic

Post Shade – AKI Real Color 060

DunkleGelb (Dark Yellow) RAL 7028 acrylic

Turret Stripe – Testors Flat Yellow #11 enamel..... 40 year-old bottle!

Machine Guns – Tamiya XF-84 Dark Iron acrylic buffed with MIG Gun Metal Powder

Pioneer Tools – Vallejo MC70.865 Oily Steel (metal), mix of Old and New Wood (PA 310/311) acrylics, detailed with a black oil wash

Weathering

Pin Wash – MIG Dark Wash

Dot/Streaking Wash – Mig Abteilung Oils and Oil Brushes

Filters – MIG Wash Brown Oil thinned with Mona Lisa

Pigments – A variety of MIG, AK, and Vallejo colors to lighten and darken areas



Bling – Uschi Chrome pigment

Finish Coat - VMS Varnish HD Satin (2 coats)

Road Dust – Vallejo MA71.027 Light Brown

Conclusion

This is my sixth 3D printed model from Vargas and again, the build was a joy. Luis Vargas does a solid job researching each subject, and the design and engineering that goes into each kit is readily apparent. As I said with the last (and every) Vargas project – each one makes me want to build another.

As with any all-resin project, this kit has its challenges, especially when compared to injection-molded models. I think the build was straightforward enough, however, for any modeler to finish. Having a

solid working knowledge of alternative adhesives (CA Glue, epoxy, and/or 'fortified' white glues) would certainly be a plus.

I would like to heartedly thank Luis Vargas at **Vargas Scale Models** 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: An Occasional Look at Aircraft in Our Area: The DeHavilland Torpedo Bomber

By Norm Filer

In this installment of poking around the aviation world here in Puget Sound, I will look at [Kenmore Air](#) again.

In 1966 Kenmore Air acquired their first Beaver. Earlier that year Kenmore had submitted the winning bid to transport torpedoes from the Canadian test range located at Ranch Point on Vancouver Island and the mainland, back to the Naval Station Keyport, just North of Bremerton. The current process, via truck, usually took a couple of days including two ferries, a border crossing and about 300 miles of highways and passing through several cities. Using the Beaver the torpedo would be back at Keyport in a couple of hours.

Bob Munro, the founder of Kenmore, was familiar with strapping all kinds of stuff to the struts/floats of



the Norsemans and Cessnas. Strapping a torpedo to the float of a Beaver seemed normal.

This was not the typical WWII monster torpedo that was a bit over 14 ft. long, The Mk. 46 was only a bit over 8 ft. Bob fabricated a rack that fit on the top of the float. The torpedo was

Beaver: N9764Z and N9766Z were the first two Beavers at Kenmore Air Harbor. The paint scheme was the first of what would become their signature colors. It is also pretty much a "stock" early Beaver. Two bladed prop, carburetor intake on the bottom of the cowling, original window pattern etc.

latched into the rack with the props and fins forward and covered with a fabric cover to prevent the props from turning and the guidance fins from blowing around. The torpedoes were too heavy to manually place in the rack on the float. Bob designed a large "C" shaped fixture with an extended, straight lower part. The torpedo was latched to this lower portion and a crane was attached to the center of balance on the top of the fixture. The inner curve of the fixture cleared the leading edge of the wing. From there it was a simple process to lift the torpedo into place and attach it to the rack mounted on the top of the float.

Everything went so well that the Navy started thinking about something bigger that could haul more and maybe bigger torpedoes, Munro and Keyport held meetings and determined that a PBY would be ideal for the job. Both Kenmore and the Navy at Keyport were so enthusiastic that they found one in California and began negotiations.

Then things started to get out of control. The Navy bean counters said they needed to put out a new bid rather than just amend the existing one. Shortly, everybody in the world suddenly wanted to haul torpedoes with a Catalina, and even a few stated that it could not be done. The Catalina carried them and used them regularly in WWII. It got to the point where the Navy just abandoned the whole thing and reverted to big trucks again.

Kenmore went back to hauling hunters, anglers, vacationers, and freight all around the Northwest. And that first Beaver slowly became a whole fleet. Sadly, the big Catalina missed the opportunity to make a reappearance. They operated out of Sand Point and then Whidbey NAS from the 1930s until replaced with PBM Mariners.

The available kits are typical of the era when they were released. Both Airfix and Hobbycraft are decent. But would require sincere effort to update them to what we see today. Hopefully, somebody will ignore the apparent boycott in place regarding small civilian aircraft.



Catalina: This is all speculation. Since this never happened, what it would have looked like or even what model of the PBY it would have been is unknown. I have profiled every type of aircraft Kenmore has operated and even did a poster for their gift shop. The PBY didn't make it onto the poster but it was too interesting not to do the profile.

References

My photos from over the years. Others provided by Kenmore.
"Success on the Step Flying with Kenmore Air". ISBN: 0-9760200-0-9
Conversations with Greg Munro, Todd Banks at Kenmore Air Harbor.



2024 "Model Mania" Northwest Scale Modelers Show

By Jim Bates

Photos by Tim Nelson and Kaz Shibuya

Summary

On the weekend of February 17 and 18, 2024, the Northwest Scale Modelers once again held [Model Mania at](#) the Museum of Flight. (We jokingly called it the 33 1/3 anniversary event.) It was another big year with 2,128 models of all materials, genres, and scales. This year we had a record of 101 participating modelers and over 5,700 people coming through the Museum turnstiles. Once again, the [World of Gundam](#) special display was a hit and even included a small Bandai make and take. The War in Washington display was also well received. The usual excellent modeling seminars were presented by the likes of Rick Lawler, John Bonanni, Morgan Girling, and Rick Taylor.

As the show is display only, just two awards are presented - the Stephen Tontoni Curator's Choice award which was won by Bill Huffman for his amazing trench diorama and the Terry Moore Best B-17 award won by John Holmes with a B-17. (Both chosen by esteemed curator Matthew Burchette.) This event is a celebration of the world of scale modeling and once again, thanks to all the great NWSM members and their hard work, it was a hit! If you missed this huge celebration of the art of scale modeling, make plans to attend in 2025 (Presidents Day Weekend at the Museum of Flight in Seattle, WA, USA).

For more photos go to the [NWSM website](#).


















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Display Your Model with a Person Next to It

By John DeRosia

What better way to display your model than with a person next to it? No not a Vanna White full size type person! (LOL) How about a 2D 'scale' person? It is a sort of easy process so let me explain how I do it. You may have a similar or different approach.

For those of you who are great at painting plastic figures in a kit – more power to you.

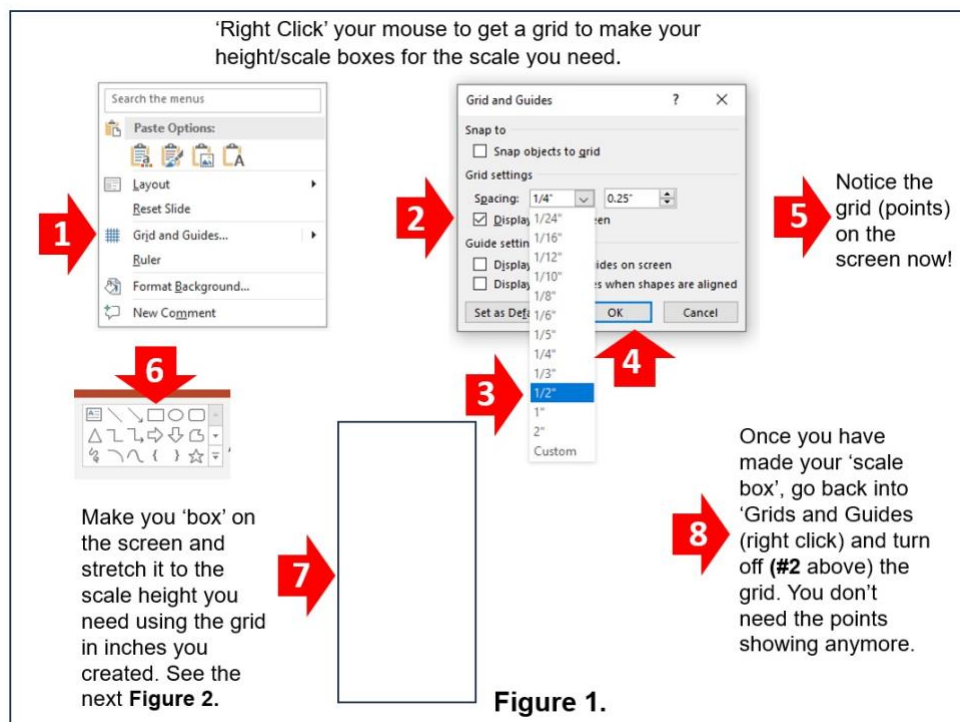
I am not a person who can do justice to a plastic scale figure (mostly the faces!), so I make 2D scale people.

Writing about this makes it seem complicated – but if you have any computer knowledge, this is simple. I am also happy to help you anytime you let me know.

I use **PowerPoint** just about all the time for my scale figures. There are many ways to manipulate images – but I only know PowerPoint. Here is an easy chart I made to remind me how big to make a figure depending on the scale I am building. I set up my **PowerPoint** to have a 'scale' on the screen.

See Figure 1.

I surf the web for people images for the 'line-of-work' my model depicts. If I need a military soldier, I look for good soldier images. I then 'COPY' this image to the PowerPoint. Shrink (grab one of the 'points' on the edge of your image. This 'up/down sliding' helps reduce the image. Here is an easy way to calculate the size your figure needs to be.



See Figure 2.

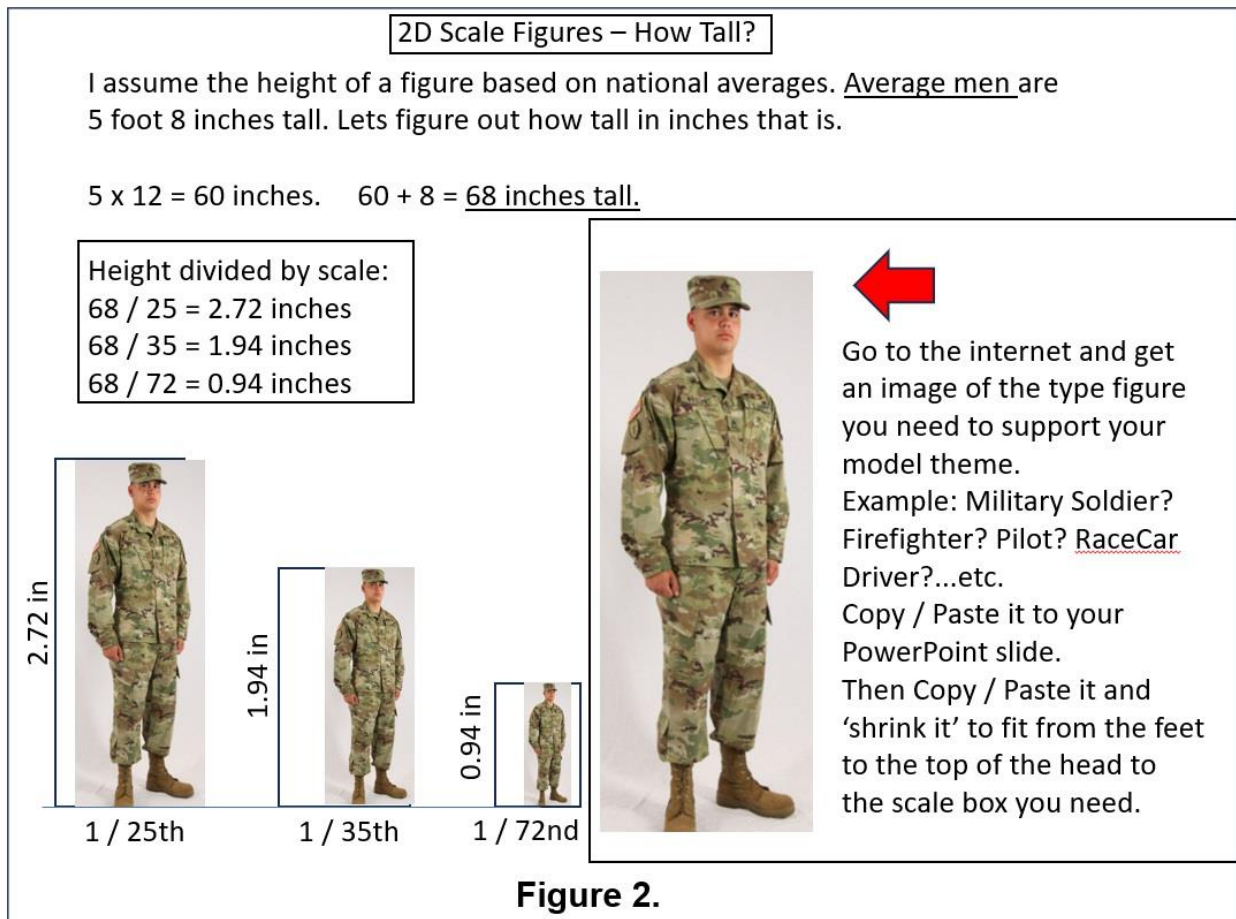
Every now and then, I actually digitally add my own face to the figure. Yes – what a scary thought! Ha!

When you have the image(s) you like, print it out. Don't trim it just yet. I also typically spray it FLAT from a spray can so the ink does not run. I use super-glue to then glue it onto cheap thin poster-board or cardboard.

When it dries, then cut out the figure. It is now 'thicker' and better to work with. I cut a small base to glue the figure onto so it can stand vertical.

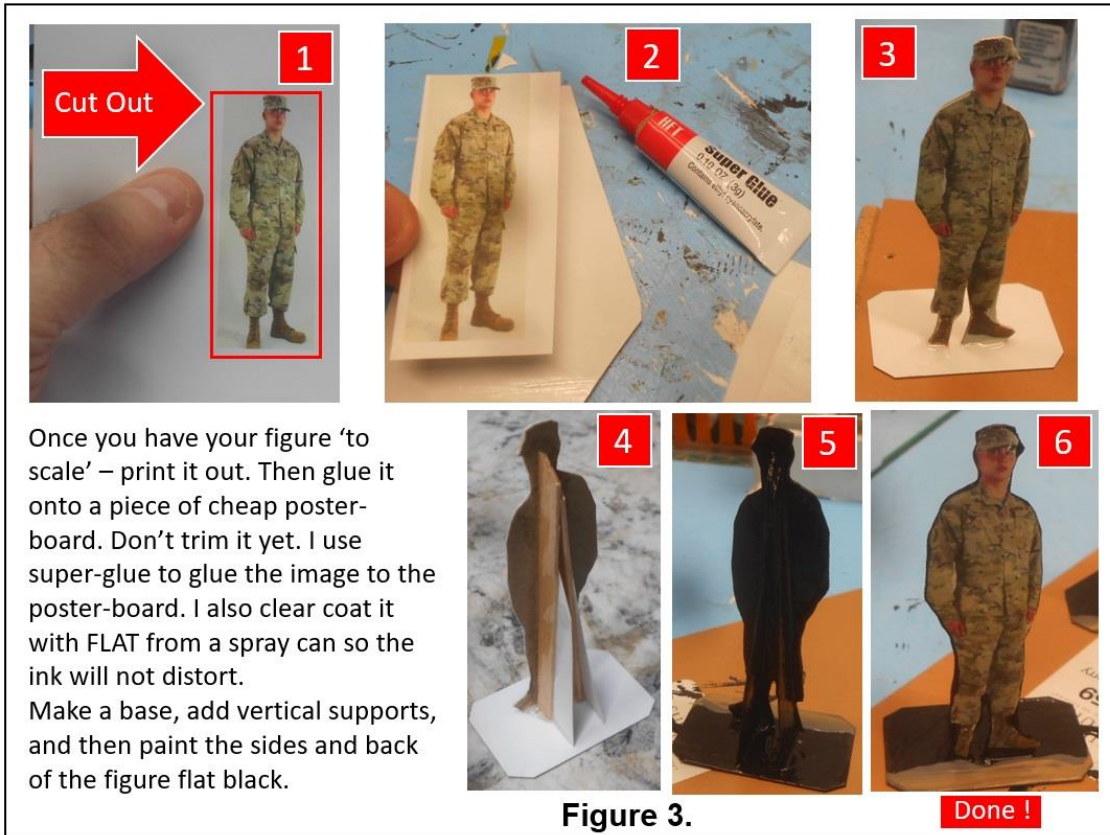
I then add either wooden stick in the back (or poster-board) on the back of the figure to help keep it vertical.

The last thing to do is use FLAT BLACK to paint on all the edges of the figure (to hide the white poster-board), and the back of the figure.



See Figure 3.

That's it! Easy and effective. Oh – you can also be creative and it definitely helps convey the scale of your model next to a human figure. Have FUN!



(Continued from Page 1: Using Lead Foil to Represent Bent and Torn Sheet Metal) The technique is simple enough, and requires only a sharp hobby knife, a pair of sprue cutters, and a little imagination. In the three examples shown here, I isolated the plastic pieces that would be damaged and carefully 'cut



The skirt section on the left is straight from the kit – the one on the right has been cut-up.

the meat out while leaving the bones' so to speak. The idea is to leave behind the plastic structure that would be attached to the model, and replace the missing spaces with small pieces of lead foil. If there is



Here is another example using the same technique - this time for a Jagdpanther...

detail you wish to preserve, just leave that part alone. As you can see in the images below, the rivets and bolts along the top are preserved.

Once the lead foil is attached using CA (super) glue, the (side skirt, etc.) is attached to where it goes on the vehicle. And once the vehicle is painted and the paint has cured, then you can use any appropriate tool (or even your fingers) to bend the soft lead foil parts to represent damaged sheet metal. When doing so, I try not to press against the actual plastic edges so that the 'skeleton' does not appear obvious on the final product. Lead foil is robust, and will take any and all types of paint and weathering materials.



Tamiya Jagdpanther with lead foil side skirts.



Dark green lead foil from an old bottle of sparkling wine - the bolts along the top are not covered.



Lead foil side skirts and rear mud flaps in position, before shaping - note the original bolts along the top.



1/35th Tamiya Tiger 1 Mid Production with lead foil side skirts.

I hope you can find an application for this cool technique for one of your projects.

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.

OAHS & TUESDAY NITE MODEL CLUB PRESENTS

Cottage Grove SPRING SCALE MODEL SHOW

Saturday March 23, 2024
FREE ADMISSION

Scale Model Contest and Exhibition

DOORS OPEN at 9 AM

Contest Entries close at 12 Noon

Awards at 3:00 pm

- Auto, Armor, Aircraft, Mecha, Ship, SciFi & More
- Vendor Tables – Buy, sell, trade \$10.00 per table \$5.00 per additional table. Call or email for reservations
- Raffle

PEOPLES CHOICE AWARDS!
\$5 FIRST ENTRY/ \$1 EACH AFTER FIRST

Cottage Grove Community Center
700 East Gibbs Avenue, Cottage Grove

For more information contact:
Shawn Kelley 541-968-9328
tnmc61s@gmail.com

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 KaylorMade Design • www.kaylormade.com

IPMS PACIFIC NORTHWEST REGION 7 REGIONAL SHOW



IPMS Salem Presents:
March 2024 Scale Model Swap Meet
Aircraft • Armor • Vehicles • Ships • Sci Fi
Fantasy • Figures • Gunpla • Tools & Miscellaneous

Saturday, March 30, 2024
10:00 am to 3:00 pm

Willamina VFW Post 4211
771 NE Main Street, Willamina OR 97396
(on south side of Hwy 18 Business Loop — see map at lower right)



This is a one-day indoor event. Vendors may offer any type of models and model-related items such as tools, paints, books, etc. The facility is wheelchair accessible. Vendor tables are eight feet long and are \$20 each. Limited space is available, so please sign up early. To

register, contact Jim Lash at jim_lash@msn.com or 503-329-0791, or Colin Harmsworth at harm1730@msn.com or 971-304-5395. Vendors may begin setting up at 8:30 am on Saturday. Food will be available for purchase on site: all proceeds will go to the Willamina VFW. Additional donations are welcome. If staying overnight, some lodging is available in Willamina, and the Spirit Mountain Casino and Lodge is close by.

For More Info:
www.facebook.com/groups/IPMSSalem



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.

March 9, 2024

April 13, 2024

May 11, 2024

June 8, 2024

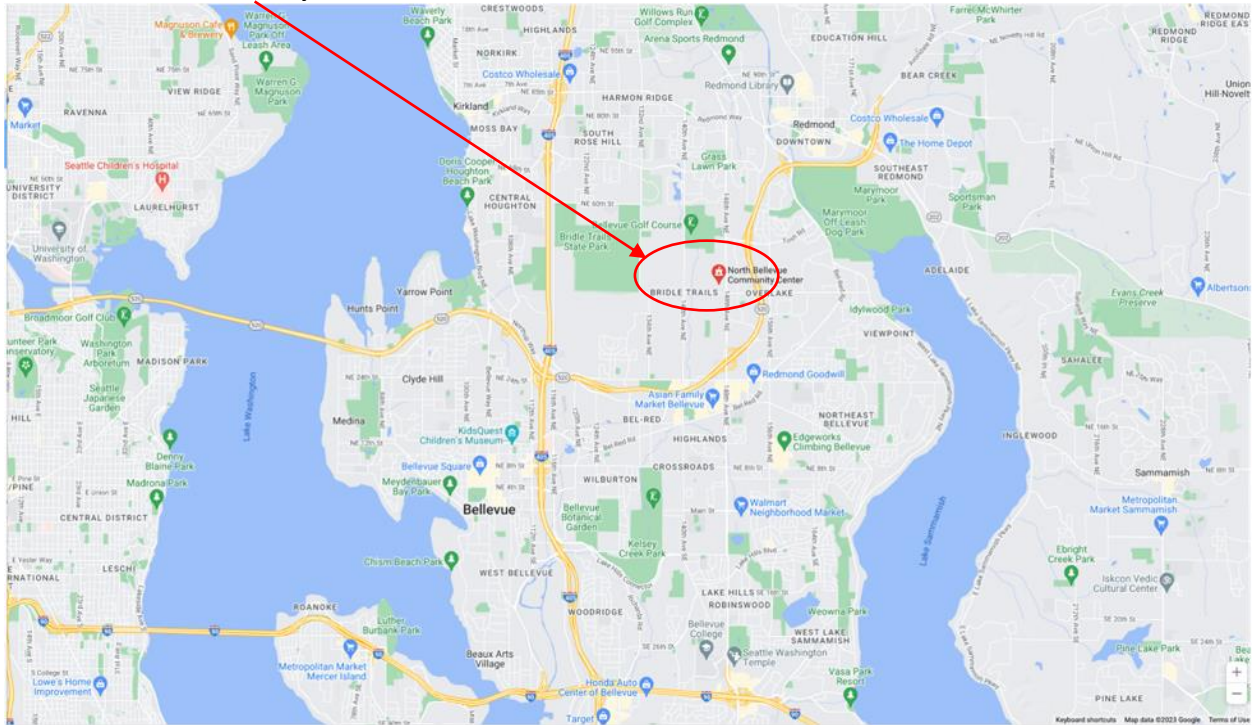
Next Meeting: March 9, 2024– 10:30 AM to 1:30 PM

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/>)

