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In This Issue

Time for Thanks and Civility

During this Holiday season, we give thanks for many things: our families, our health, and our continued prosperity. I am thankful for this wonderful hobby of scale modeling that I so enjoy. I am thankful for IPMS Seattle – our club of good modeling friends. Although I've only been a member since 2017, many have been members for decades and some over half a century. We are a club of friends and enjoy our hobby together in our monthly meetings, on Zoom build sessions, hobby shop runs, luncheons, and at each other's homes. We go to the IPMS Nationals together, and sometimes even vacation together. We are friends.

Seattle IPMS has thrived not only on our shared interest in plastic modeling but on the bonds of trust and goodwill among our members. Recently, our club has faced a painful reminder of what happens when disagreements turn acrimonious. Friendships have been lost, leadership of the club has fractured, and the spirit of friendship that defines us has been shaken.

Disagreement is natural—indeed, it is often the source of fresh ideas and growth. But how we handle those disagreements matters just as much as the issues themselves. Respect and civility are not optional; they are the foundation of any healthy organization. When we listen with patience, speak with kindness, and assume good intentions, we create space for solutions instead of divisions.

Our club's strength lies in its members and their friendship, and each of us has a role to play in rebuilding trust. Let us commit to treating one another with dignity and respect even when we differ. By doing so, we honor not only each other but the very purpose of our club: to be a place where our passion for scale modeling, our friendships, and fun flourish.

Rick Taylor

Club Next Steps

We know there are questions about next steps regarding leadership of the club. To help answer some of these we've put together an FAQ that hopefully answers a lot of them. There is a lot of work going on to clarify and organize what comes next. These should be ready for discussion at the January 10, 2026 meeting.

1. **Why did Eric resign? What happened?**
   Answer: Eric resigned for personal reasons, for details we refer you to his email to the club on 11/13/2025. For more details, please contact him directly.

2. **Who is President now?**
   Answer: According to the IPMS Seattle club by-laws the Vice-President John DeRosia is now the acting IPMS Seattle club President. However, he has made it clear that he will only serve in an interim capacity until elections are held.

3. **What happens next? Will there be elections for President?**
   Answer: According to the IPMS Seattle by-laws, if the President or any other elected member of the e-board resigns or gives up their position, an election will be held at the earliest convenience to replace that member. The club leadership is currently working to organize and hold elections for the two elected positions in the club: President, Vice-President.

4. **How will elections work?**
   Answer: The election process is outlined in the club by-laws. There will be an opportunity to nominate candidates, candidates will have an opportunity to state their qualifications, and an election process will be held. Club leadership is currently working through the exact details and timing of this process.

5. **When will elections be held? How can I nominate someone or vote?**
   Answer: As stated above, club leadership is working through the details of defining the election process and timing. Our goal is to formally announce next steps and timing at the January 10, 2026 meeting. Also look for more information in the January 2026 club newsletter.

6. **What is going on with the 2026 Spring Show?**
   Answer: It has been decided that the Spring Show will be postponed for 2026. While this is disappointing, lack of sufficient planning and marketing efforts for the show as well as the departure of key members of the planning team necessitate a reboot. Look for more detail around the decision and next steps once new club leadership is in place.

7. **What if my question isn't answered here? Who can I ask for answers?**
   Answer: If you have more questions or comments, please send to: info@ipms-seattle.org. We will strive to answer all questions within 48 hours of receipt.

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Public Disclaimers

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA.

Editorial Policy

Our newsletter is prepared with the goal of providing information that educates, informs, and helps expand the skills of our membership about our hobby: plastic scale modeling (including resin, vacu-form, and 3-D printed scale models). All content related to the hobby are welcome. For more detail, please see the complete Editorial Policy here.

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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.

Seattle IPMS Website and Facebook Page

IPMS - International Plastic Modelers Society - Seattle Chapter (ipms-seattle.org)

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

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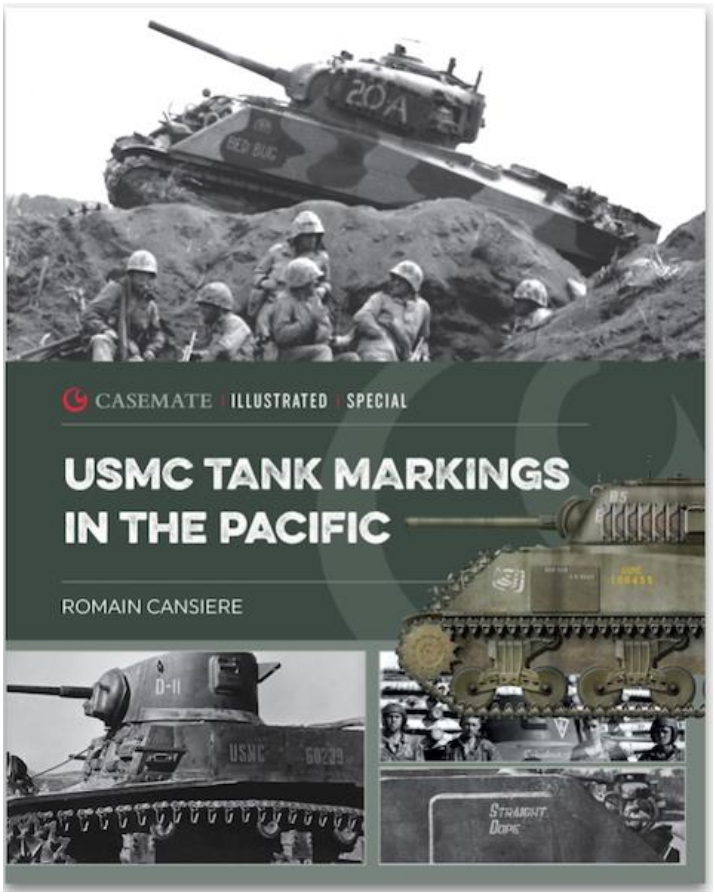
USMC Tank Markings in the Pacific



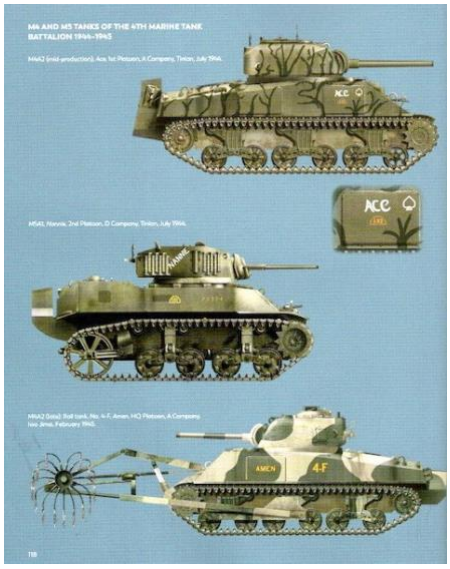
By Bob LaBouy

Publisher's Notes:

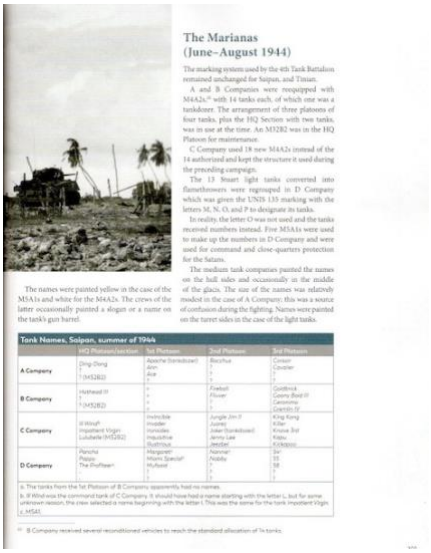
The markings on tanks of the United States Marine Corps during World War II are so varied that some have concluded they were meaningless, even anarchic. Official documents offer little insight, but a careful study of period photographs and film, cross-referenced with combat reports and veteran accounts, reveals the different systems of markings that combat units used to identify their vehicles. These markings varied between units, and from one campaign to the next, but were well thought out and designed to be practical and easy for tankers to interpret. In addition to tactical markings, most tankers were given names by their crews, and these were added to the tank's marking. Personifying the tank often boosted crew morale and led to even more careful maintenance of the tank. Names were approved

by tank commanders, and also followed systems that aided quick identification in combat.

Illustrated with numerous period photographs and detailed color profiles, this book explains the markings used by USMC tank combat units during the Pacific War, from 1942 to 1945, each chapter details one unit, covering markings down to section level and showing how the markings and name changes through that unit's campaigns.



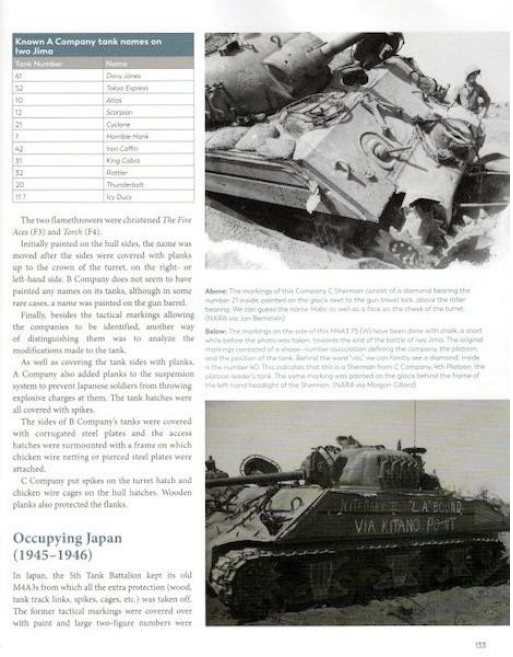
CHAPTER 1 1ST TANK BATTALION
CHAPTER 2 THE TANK SECTIONS OF THE DEFENSE BATTALIONS
CHAPTER 3 1ST CORPS TANK BATTALION (MEDIUM)
CHAPTER 4 2ND TANK BATTALION
CHAPTER 5 3RD TANK BATTALION
CHAPTER 6 TANK COMPANY, 4TH MARINES
CHAPTER 7 2ND SEPARATE TANK COMPANY/TANK COMPANY, 22ND MARINES
CHAPTER 8 4TH TANK BATTALION
CHAPTER 9 5TH TANK BATTALION
CHAPTER 10 6TH TANK BATTALION


The Marianas
(June–August 1944)

Tank Names, Saipan, summer of 1944

APPENDICES
1 Structure and Organization of Marine Corps Tank Units
2 Markings for Aerial Observers, 1943-1945
3 History of the Marine Corps Armored Corps
4 The Marine Corps Campaigns in the Pacific

Romain V. Cansière is a native of southern France, interested in the U. S. Marine Corps since his teenage years. His current historical research is on the Marine Corps in World War I.
Oscar and Romain co-authored Tanks In Hell: A Marine



Known A Company tank names on Iwo Jima

Tank Number	Name
61	Davy Jones
32	Tokyo Express
10	Atlas
12	Scorpion
21	Cyclone
?	Horrible Hank
42	Iron Coffin
81	King Cobra
32	Rattler
20	Thunderbolt
11.1	Icy Duty

The two flamethrowers were christened *The Five Aces* (F3) and *Torch* (F4).

Initially painted on the hull sides, the name was moved after the sides were covered with planks up to the crown of the turret, on the right- or left-hand side. B Company does not seem to have painted any names on its tanks, although in some rare cases, a name was painted on the gun barrel.

Finally, besides the tactical markings allowing the companies to be identified, another way of distinguishing them was to analyze the modifications made to the tank.

As well as covering the tank sides with planks, A Company also added planks to the suspension system to prevent Japanese soldiers from throwing explosive charges at them. The tank hatches were all covered with spikes.

The sides of B Company's tanks were covered with corrugated steel plates and the access hatches were surmounted with a frame on which chicken wire netting or pierced steel plates were attached.

C Company put spikes on the turret hatch and chicken wire cages on the hull hatches. Wooden planks also protected the flanks.

Occupying Japan (1945–1946)

In Japan, the 5th Tank Battalion kept its old M4A3s from which all the extra protection (wood, tank track links, spikes, cages, etc.) was taken off. The former tactical markings were covered over with paint and large two-figure numbers were

Above: The markings of this Company C Sherman consist of a diamond bearing the number 21 inside, painted on the glacis next to the gun travel lock, above the roller bearing. We can guess the name Hobo as well as a face on the cheek of the turret. (NARA via Jon Bernstein)

Below: The markings on the side of this M4A3 75 (W) have been done with chalk, a short while before the photo was taken, towards the end of the battle of Iwo Jima. The original markings consisted of a shape–number association defining the company, the platoon, and the position of the tank. Behind the word "Ski," we can faintly see a diamond; inside is the number 40. This indicates that this is a Sherman from C Company, 4th Platoon, the platoon leader's tank. The same marking was painted on the glacis behind the frame of the left-hand headlight of the Sherman. (NARA via Morgan Gillard)

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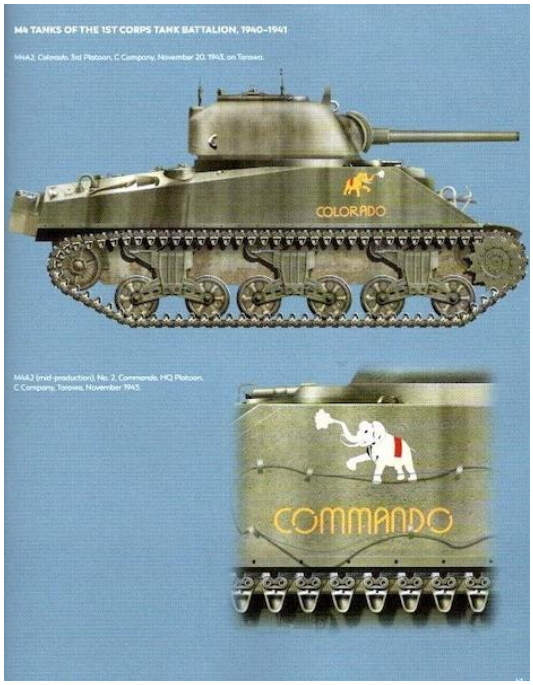
Corps Tank Company On Tarawa, winner of the 2016 General Wallace M. Greene Jr. Award for distinguished non-fiction.

Reviewer's Comments:

If you are interested World War II armor and markings, you'll really love this book. This book is a treasure trove for those interested in the Marine Corps armor across the numerous bloody battles of the Pacific theater. Within the 160 pages of *USMC Tank Markings in the Pacific*, the reader is carried across the battles in a very well researched and written history of the Pacific islands combat. In this significant historical account, the author covers each of the island-hopping efforts, with the battalions and companies with their individual organizations and tank names identified. While the reasoning and planning behind which islands were chosen as the targets and those to be avoided is hinted at, Admiral Nimitz, Admiral Halsey and General MacArthur's strategy is evident through the book's overall narrative.



The author uses a wealth of photographs (with many period color images) to illustrate the combat and many of names of individual tanks within each battalion. And the 'cherry on the top', are full color rendered illustrations of several dozen of the tanks. I have attached a number of thumb-nail scans to provide you with a sample of these illustrations and to give you a sense of previously unknown camouflage schemes and patterns.

This book is also a fantastic research tool for those of us who enjoy scale modeling. It unleashes several new specific avenues for modeling possibilities including new camouflage patterns and colors, as well numerous tank names and markings.

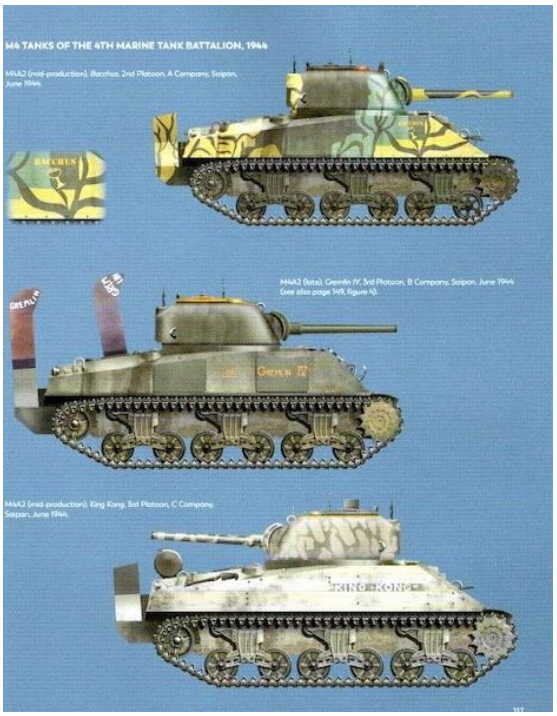
While I have long been interested the Pacific campaign until this book, I simply had no idea of the breath or number of tanks used by the Marine Corps. The tank images also included a sizeable number M3, M5 and M4 tanks including many photographs of them, both destroyed and in operable condition. As another historical note, I lived on Saipan from 1947 to 1949 and

spent much early childhood exploring many caves and several tanks in the then beautiful sandy beaches.

Summary:

I wish to express my sincere gratitude for the opportunity to review this book to Casemate Publishers and to IPMS/USA. It combines three essential aspects of the Pacific World War II history: (a) a well-researched and written narrative describing the island-hopping campaign in the Pacific theater, (b) more than 150 period photographs, and (c) beautifully rendered color drawings illustrating a variety of paint schemes and camouflage patterns.

Mr. Cansière has provided a wealth of information for modelers and others interested in the history of the Marine Corps and Navy's Pacific campaign.



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Airfield of the Luftwaffe Bomber Group

By Chris Martin

Summary

ICM continues their run of “dioramas in a box,” this time by kitting the kits as one; the He-111H-3 WWII German Bomber (Kit 48261). Luftwaffe airfield equipment (Kit 48409), and German Luftwaffe ground personnel (1939-1945) (Kit 48229).

Background

The He-111 was initially designed as a fast airliner. But the secret Luftwaffe wanted an aircraft that could also be converted to a bomber with minimal adaptation. The first He-111 flew in February 1935. The first incarnations of the He-111 looked nothing like what became in infamous bomber of the Blitz. The He-111A thru 111F all had a normal nose and cockpit configuration. Not until the introduction in 1938 of the He-111P did the full glass nose appear.

The He-111H-3 was powered by two, 1,200 HP Jumo 211D-1. The armament consisted of four 7.92 mm MG15’s, two on either side of the waist, one in the rear lower gondola, and one in the upper opening. Different versions had an additional MG 15 in the nose and in the front gondola spot. These two guns could be replaced by 20mm MG FFs.

What’s in the Box

1 large bag with 6 large sprues and one small sprue of gray plastic for the He-111.

1 medium bag of clear parts, also for the He-111.

1 medium-size bag with 7 sprues of gray plastic for the airfield equipment.

1 small bag with Luftwaffe pilots and ground crew figures.

An 8-inch by 11.5-inch instruction booklet for assembly and painting of the HE-111.

An 8-inch by 11.5-inch instruction booklet for assembly and painting of the airfield equipment.

An 8-inch by 11.5-inch sheet for assembly and painting for the seven figures.

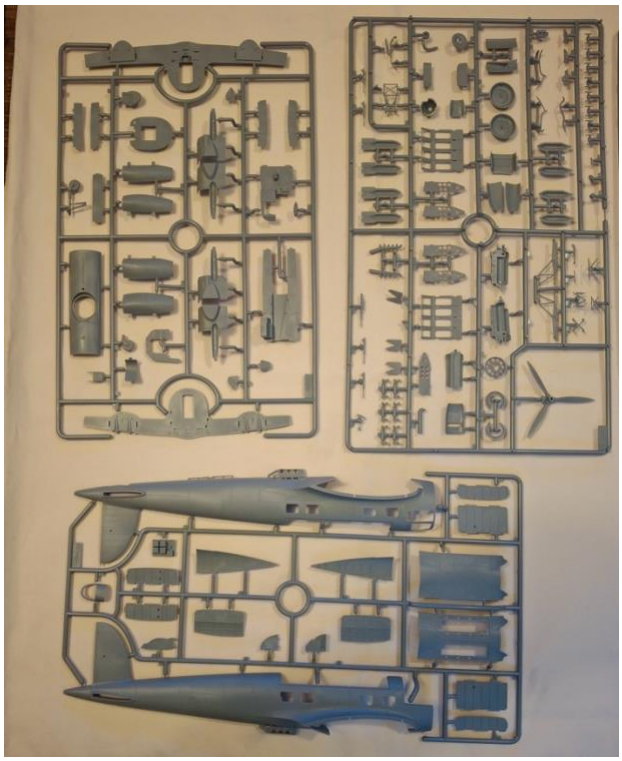
The Instructions

The instructions consist of a 28-page glossy 8-inch by 11.5-inch instruction booklet. The front cover provides a brief description/history of the aircraft, including technical data, in both Ukrainian and English. ICM paint colors and descriptions of the various pictorial symbol/notes are also on this page. The paint color chart has the color name and letter call-out used in the instructions.

Pages 2 through 4 are the parts maps for the eight sprues of the He-111. Pages 5 thru 25 are the assembly instructions for the He-111. The images are sharp and show the assembly as an exploded ¾ view. Page 26 covers placement of the stencil decals that are common to all versions. It also shows the paint call-outs for the upper surface splinter camouflage and the underside. Finally pages 27 and 28 are left and right view painting guides for four decal options included in the kit.

The airfield equipment assembly and painting are covered in a separate 8-page booklet.

A separate two-sided sheet covers the seven figures. One side has a parts map and paint guide. The other side is a combined assembly and painting guide figures. Unfortunately, this is in black and white. Paint call-outs are very busy on the officer figures as each emblem is called out, even though most are not visible on the moldings.



Things to consider before starting

For the He-111 one will need to decide which of the four decal options they want to build as there are option guns and gun placement for each option during the assembly.

Also, the bottom aerials are molded to one side of the fuselage. They are very thin and very fragile. I broke them both and lost them to the carpet monster early in the build, and had to scratch-build replacements from styrene rod.

Construction

I start all my builds by scrubbing the sprues with an old toothbrush in warm water and dish soap (Dawn) to remove any residual mold release residue.

Many parts are scale thin, so use caution when removing these parts as they are prone to breaking or disappearing into the ether if not carefully cut from the sprue.

Cockpit and Interior Details.

With a careful review of the instructions for the He-111 one can determine what can be built as sub-assemblies and painted the same color. I assembled most parts in Steps 1 through 41, leaving off parts that were not neutral gray and the glass in fuselage side and lower gondola. Pre-paint the parts that are not neutral gray. Then after painting this sub-assembly, go back and attach the pre-painted parts and glass parts. I also left the left and right waist machine guns off until the very end as the barrels sticking out were just asking to be broken.

Steps 19 thru 21 require special care. These parts are scale thin and easily broken both when being removed from the sprue and during handling. Having found that out as the build progressed, I recommend leaving these steps until just before the front glass is installed in Step 98. I found that trying to install some of these parts under the seat was overly difficult. I suggest leaving the seat (Step 17) off until all the parts in Steps 19 thru 21 are attached.

In addition, rather than doing each pedal assembly simultaneously I did the inside one first, then the outside one as follows. Attach the inner pedal (part D2-24) to the notches in the floor. Attach the inner linkage (part D2-32) to the pedal. The pin on D2-32 fits into a hole on the inside of D2-24. Attach the outer linkage (part D2-36) to the pedal assembly. The pin on this part fits into a hole on the outside of the part D2-24. Now repeat the process for the outer pedal assembly (parts D2-23, D2-31, and D2-37.

NOTE: Parts D2-23 and D2-24 are handed. Take care that the holes on the pedals face each other and the pin for parts D2-31 and -32 are on the outside.

The instructions are vague as to the attachment locations for these parts. The

upper arm on the pedals (parts D2-23 and -24) is notched. This notch attaches to the notch on the top of the floor. The square peg on the rear of parts D2-31 and -32 goes into the rear inside holes beneath the seat. For the smaller linkage (parts D2-36 and -37) the back ends attach to the sides of the half-round bar molded on the floor, while the front has a notch that fits into the notch at the top of the triangular bracket of the pedal.

Assemble all the machine guns in Step 28. But as noted above, leave them off until later in the build. I had trouble attaching the tail wheel assembly in Step 31. The upper part was too short to reach both sides of the fuselage. It ended up falling out after I joined the fuselage halves, so I had to wiggle it into place at the end of the build.

I encountered the same issue in Step 38 as I have in all the ICM aircraft I have built. The inner bulkheads are a few millimeters to wide so the fuselage halves don't join well at the front. I used filler to fill the gap.

I again elected to leave the fragile rudder linkages in Steps 43 and 44 off until the end of the build. I also left permanent attachment of the upper fuselage cover (Step 50) until the end of the build.

Parts A11 and A12 have a large bevel on them. It is easy to see how they attach to the inside of the fuselage. Use extra care when removing parts D2-21, -25, and -28 from the sprue as they are very thin and break easily.

Use magnification for Steps 53 and 54. Parts C6 have small beveled ends that allow them to fit flush with the outside of the bomb fins. In Step 55 I found it easiest to install the center partition (part C42) first and then work out from there. Also note that parts C44 and C45 do NOT have the small nubs on their tops.

Wings

In Step 60 it is critical when attaching the upper wing to ensure that the wing spar fits tightly between the guide slots on the wings. If they do not then the wings will not join and leave a large gap.

Engines

Steps 68 thru 79 are construction of the two Jumo-211D-1 engines. These are real beauties with only the wiring missing. To ease painting, one can assemble the engine supports (Steps 74-77) and attach them to the fire wall (Step 80), then attaché the completed and painted engines later.

My one negative comment is that the air intake (part C40) is molded solid. I suggest that it be drilled out for better accuracy.

In Step 80 Decal 3 goes on the forward panel of part D2-16. Be careful with this decal as each dial is a separate decal.

Take extra care in Step 81 and 87 when installing the nacelle side walls. Their installation requires some deflection of the engine supports. However, attachment points for the supports are small and fragile. I recommend reversing Steps 86 and 87.

Wings part 2

The air inlets built in Step 85 fit between the two side panels. Having both side panels in place makes locating the air inlet much easier.

The same care must be used in Step 88 as in Step 60. If the guide slots on the lower wing do not match up exactly with the wing spars, then the wings do not join well. Even using extra care, I found that the wing leading edge outboard of engines and the trailing edges fit perfectly. But the portion inboard of the engine had a large gap and required a real effort to close it.

In Step 90, parts C29 attach to the back of the side panels. The oil cooler radiator sits in the center of this part. The lower cowl panel (part C89) attaches to the rabbit (little ledge) on the front of the radiator air inlets and the side panels.

I Step 92 the upper cowl panels attach to the rabbit on the side panels and top wing and the back of the front cover (part C24). I found it easier to install all the cowling panels then attach the front cover (part

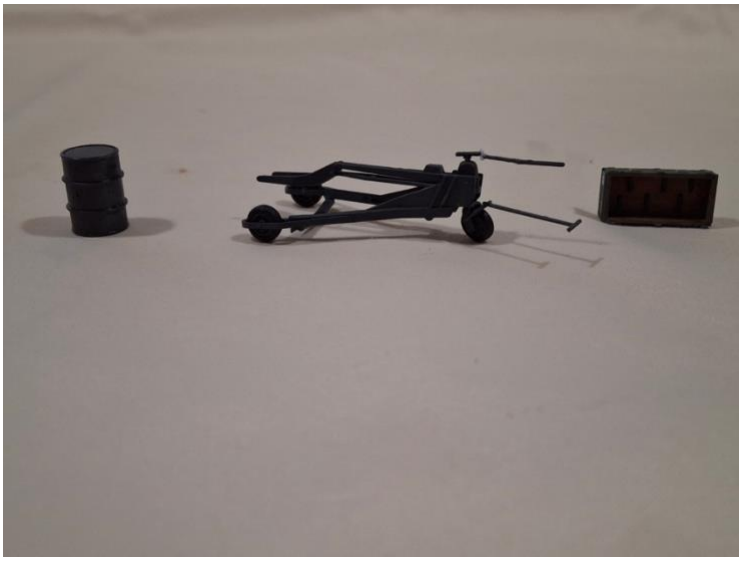
C24).

I Steps 93 and 94 the upper cowl panels attach to the rabbit on the top cowl panel and over the upper edge of the exhaust side panels.

Cockpit part 2

In Step 95-part E42 is a clear instrument panel. The instructions fail to mention that there is a decal for the instrument panel. Attach the decal to the (flat) back of the panel. After it has set paint over the back with dark gray.

As noted previously I did not install the machine guns in Steps 95, 100, 101, 102, 104, and 105 until after painting.



Landing Gear

I assembled the landing gear in Steps 108 and 109 and painted them, before adding in the wheel/tire. Pay attention to which gear is which as they are handed. If they get switched, then they do not sit vertically from the wing.

Final Assembly

After painting the upper and lower surfaces, I attached and completed the landing gear assembly (Steps 110, 111, 113, and 114). This was followed by attaching the landing gear and bomb bay doors. I also installed all the machine guns. Then I permanently attached the front glass, upper fuselage cover and windscreen, and all the remaining "fiddly bits."

Luftwaffe Airfield Equipment

All the airfield equipment assembled without difficulty. As with many other parts, take extra care assembling the bomb cart, compressed air cylinder cart, and tripod crane as they are very thin and very fragile.

When assembling the bombs parts W1, attach to the fins facing each other and on opposite sides, so there is one side with fins that have W1's, one side with nothing, another side with two W1's and the fourth side with nothing.

For the SD250 lb bombs parts W1 and the fuse extender (parts W2 and W22) are optional. For the SC500 J bombs use the same care as with the bombs for the He-111 as parts W24 have beveled ends that allow them to sit flush with the outside of the fins.

Luftwaffe Pilots and Ground Crew

Assembly of the crew figures is straight forward. Note that the figure with the cane and the one with his hand on his hip have optional hats and heads, respectively.

Painting and Finish

After assembling all the interior parts in Steps 1 through 41 I primed the interior assembly with Krylon Fusion All-In-One paint and primer Matte Glacier Gray. I allowed this to cure for 48-hours.

After doing some research I learned that the interior behind the cockpit was one color of gray and the cockpit was a darker gray. Using an airbrush, I sprayed the rear interior and landing gear bays with Model Master Acryl (4077) Grau RLM02. I sprayed the cockpit with Tamiya XF22 RLM Gray. I also assembled the two bomb racks, engine support brackets, and landing gear. I then primed them and painted them with Model Master Acryl Grau RLM02. The insides of all the cowl parts, landing gear, bomb bay doors, tail wheel and compartment were also all sprayed with Model Master Acryl Grau RLM02.

For parts called out as black I used Tamiya XF-17 Flat Black. The tail wheel tire and main tires were painted with Tamiya XF-85 Rubber Black. Parts called out as gun metal were painted with Tamiya Gun Metal (X-10). For dark rust I used Life Color LC38 Matt Rust2, and natural steel was done with Mission Models Cold Rolled Steel (MMM-002).

The engine was assembled (Step 68) then primed Matte Glacier Gray and airbrushed with Tamiya Semi-gloss Black (X-18). All remaining parts were primed with the same Matte Glacier Gray while on the sprue.

The landing lights notch on the left wing was painted with Mission Models Aluminum (MMM-003) after the top and undersides were painted.

Before painting the upper and lower surfaces I used Elmer's white glue to temporarily attach the front cockpit, the lower gondola front (part E5/E6) and rear E3, and the top fuselage cover and windscreen. I also used soft foam inserted into the tail and main wheel wells, upper gun position opening, and bomb bay openings to seal them.

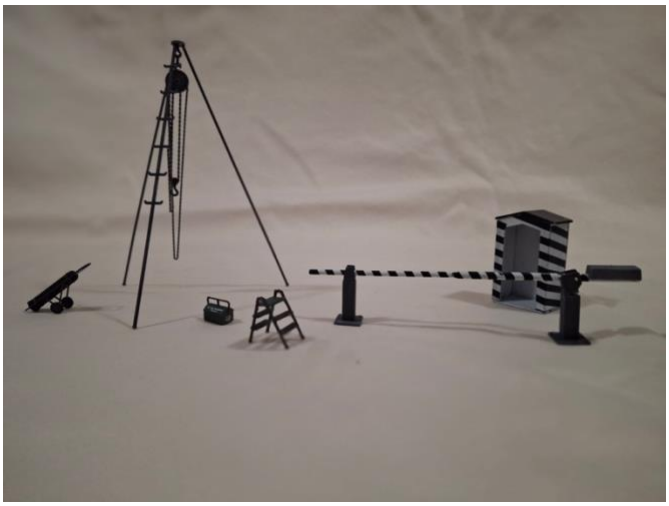
Given the extensive glass on this model a masking set is, for all practical purposes,

essential. I used masking set EX580 from Eduard. This set is made for 1/48 ICM He-111H-3. After about a half a day on applying masks to the model it was ready for painting.

The first step was to prime the whole aircraft with Krylon Fusion All-In-One paint and primer Matte Glacier Gray. This was allowed for cure for 48-hours.

All four schemes have the early war splinter camouflage of RLM 70 Schwarzgrun (black green), RLM 71 Dunkel Grun (dark green) over RLM 65 Hellblau (light blue). In the painting guide the dark green is called out as German Field Gray, the black green is called out as extra dark green, and the light blue is called out as blue gray. I went with RLM colors using Model Master Acryl (2078) Hellblau RLM 65 for the light blue underside, AK Real Color RC274 RLM70 for the black green, and Vallejo Model Air 71.015 dark green RLM71.

Following priming the bottom of the fuselage, wings, engine nacelles, and elevators were airbrushed Model Master Enamel (2078) Hellblau RLM65. This was allowed to dry for 24-hours before masking the demarcation line with Tamiya masking tape and filling in the larger areas with 3M blue painters tape.



I enlarged the overhead view on page 26 to 1/48 and cut out the different patterns to use as paper masks. The edges of the extra dark green (black green) where masked off with Tamiya tape for a hard demarcation line. The paper masks for the extra dark green (black green) were cut slightly small and used to fill in between the tape masks.

I then airbrushed the extra dark green (black green) using Vallejo Model Air 71.015 dark green RLM71. This layer was allowed to set until dry to the touch, and then I removed the masks and tape. After removing the masks, the paint was allowed to cure for a day. Next, I masked the extra dark green with more Tamiya tap and filled in with the German field gray paper masks that were cut to size. I then airbrushed the German field gray using AK Real Color RC274 RLM70. When dry to the touch I removed the tape for masks, the demarcation line, and all the window masks.

The propellers were painted Extra Dark Green (Vallejo Model Color 70.896). Since I choose Option 2 with the deep blue spinners, I used Tamiya X-4 Blue for the spinners and spinner back plates.

Airfield Equipment

Almost all of the airfield equipment have the option to be painted Dark Gray or German Field Gray. The bomb crates have the option of being German Field Gray or Extra Dark Green. The 50 kg bombs can be either German Field Gray or Ochre; while the larger bombs add the option to be pale blue to the above two colors.

Even though this set depicts an early war airfield, don't be afraid to mix and match equipment and bomb colors. I painted the equipment Dark Gray using Tamiya XF-63 German Gray. There are three each of the different bomb crates. I painted the two crates each for the SC bombs Extra Dark Green using

Vallejo Model Color Extra Dark Green (70.896) and one crate size each with Tamiya XF-63 German Gray for the dark gray.

I used the same colors for the bombs. I also painted some of the larger bombs Model Master Acryl Hellblau (2078). I painted a few of the SD50 Stg bombs with Lifecolor UA 081 Sand Yellow RLM79 for the ochre.

Figures

Figures were painted following the painting guide. I used the following colors:

White = Tamiya (X-1) Flat white
Black = Tamiya Semi-gloss Black (X-18) for boots, Tamiya NATO Black (XF-69) for uniforms
Dark Blue = Tamiya Sea Blue (XF-17)
Tan Earth = NATO Brown (XF-68)
Deep Blue = Polly Scale US Sea Blue (505092)
Chocolate (Chipping) = Tamiya Hull Red
Deep Yellow = Life Color Yellow (UA 140)
Silver = Vallejo Model Air Silver (70.997)
Brass = Model Master Acryl Brass (4627)
Natural Steel = Mission Models Cold Rolled Steel (MMM-002)
Basic Skin Tone = see below
Light Earth = Life Color Sand Yellow (UA 081)
Neutral Grey = Model Master Acryl Grau RLM02 (4770)
Matt Red = Tamiya Flat Red (XF-7)

I painted the figures from the lightest color to the darkest. This meant starting with painting the flesh areas Model Master Acryl Skin Tone Warm Tint (4603). When dry to the touch I used a wash made from Model Master Acryl Skin Tone Shadow Tint (4604). The final step was to create highlights by dry brushing Tamiya Flat Flesh (XF-15).

Decals

The decals are well printed and opaque. They are however very thin, making them equally very fragile. I also found the longer decals prone to folding over on themselves. Being thin and fragile unfolding them is almost impossible without breaking/tearing them. I also found that they required more than the normal time in warm water before they could be slid off the backing paper, upwards of 20 to 30 seconds. The larger decals are easy to tell when they are ready as they will curl when placed in the water and then slowly flatten out. I found that all decals reacted well to Microscales Micro Set and settled in well with Micro Sol.

For the guard shack and the traffic arm black stripes are supplied as decals. While this is a great idea, eliminating a lot of what would be long and difficult masking, the decals are fragile. I had a couple of the stripe decals for the guard shack fold and/or tear. When doing the traffic gate arm pay attention to decal placement so that the decal seam ends up on the bottom of the gate arm.

Be careful when decaling the bomb crates as the different types have some common decals.

Conclusion

I recommend this kit for advanced intermediate to experienced modelers. The build is straight forward but there are a number of very small and very fragile parts to deal with. In addition, the tight tolerances require extra care to ensure that joints, such as the fuselage, wings, and wing roots fit tightly.

By carefully reviewing the assembly sequence laid out in the instructions it is easy to see where sub-assemblies can be created to help with painting. The thin and fragile decals also require careful handling.

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

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Judging Gunpla

By Ron Au

Hello everyone, I'm Ron Au, a.k.a. Nausicaa's dad. I built Gunpla back when Bandai was releasing some of its early kits, and I've "returned" to the hobby mostly in the form of supporting Nausicaa's interest in model building. I might share some of my quick and lazy builds on the IPMS Facebook group, and the more serious ones (if they get done!) in the newsletter.

Judging Gunpla

I've noticed some interest in understanding how to judge Gunpla (Gundam Plastic Model Kits), and I thought I might be of some help. As a starting point, we can look at the manufacturer Bandai's own tournament, the "Gunpla Builders World Cup" (GBWC), which scores entries in three criteria:

- Craftsmanship: Quality of design and work
- Painting: Skill in line painting and body decoration
- Idea: Originality and the total look of the entry

You can browse historic winning entries from 2011 here: https://gbwc.bandai-hobby.net/en/

Beyond the Basics

Now, let's dig a little deeper. Judging Gunpla involves many traditional model-making criteria like a good paint job, removing toy-like characteristics (eliminating nub marks, filling hollow parts), and adding details such as panel lines, mechanical details, etc. Gunpla builders also use

techniques from other genres, like military-style weathering or a glossy "candy" finish from car modeling. And like traditional models, a diorama is often a plus—it provides context, a wow-factor, and enhances the overall impact. At the same time, Gunpla has some unique aspects. Their high articulation means posing is one of the key judging factors. A pose can convey action, emotions, and personality. Dengeki Hobby Magazine, an authority on Gunpla, has published guides on how to pose kits effectively, here's the most basic one.

POSING IS VERY IMPORTANT!

1. The angle of the chin should be pulled down.

Basically, Pull down the chin . If the chin is not pulled down and is almost glancing upwards, the posing will look odd.

2. Make the height of both shoulders even.

When adjusting the arms and the torso, the shoulder's position might slip off. Checking it at the last part should not be forgotten.

3. The body should not be straight, it should have S figure.

Even though the posing is vertical, if it looks very straight, it will look like a scare crow. The hips and the chest is protruded, and the abdoment is retracted, this is what we call S figure. But if the abdomen is retracted too much, it might look like a hunchback.

4. Slightly bend the arms.

The arms will make a sloppy impression if it is only extended. Basically, bending it slightly will give some expression. Bending the wrist slightly inwards will also add an effect.

5. Put the feet firmly on the ground and arrange the toes into a / \ position.

Do not align the toes in parallel. Instead, make it look like a / \ figure and put the feet firmly to the ground. This will give volume and also stability on the pose.

※ Translated from Dengeki Hobby Magazine May 2015 Issue

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/HatarakiiManGunPla

Creativity

Creativity and concept are also heavily weighted. While many Gundam fans do enjoy models that reenact scenes from the anime, I don't believe that should be a primary judging factor—which is consistent with many historic GBWC results. The reason, in my opinion, is that a builder shouldn't be heavily rewarded or penalized based on their knowledge of Gundam lore (for context, Bandai Namco listed 90 “main” Gundam series as of 2025!) That said, I must confess I’d be amused to see a "missing link" unit that bridges the development tree between the RX-78 Gundam and the “Prototype Rick Dias”. I’d be interested to hear how you think this compares to judging things like a historically accurate WWII scene, where not everyone has the knowledge of the history.

Another interesting point is that builders often perform extensive, subtle customization. They might add massive detail or create new articulation joints on an old kit, yet the final product may look like a standard modern kit to someone who is not familiar with the product. For our own competition, we should continue to strongly encourage participants to provide "before photos”, notes, or manuals to help us appreciate the work/creativity/reasoning that's gone into their entry.

Kitbashing

In Gunpla, kitbashing is less about accuracy and more about creating a one-of-a-kind robot. Bandai even releases entire product lines made of parts from previous kits backing a series of anime about Gunpla modelers doing kitbashing. As a designer by trade, I tend to judge a kitbash by its cohesiveness. Do the curves from one kit complement the sharp lines of another, or do they clash? As builders mature, they move beyond adding a bunch of weapons and start to consider the overall form and aesthetic (and lore... sorry for contradicting myself!).

"Gunpla is Freedom"

Finally, you'll often hear the phrase "Gunpla is Freedom" in the community. It originated from the 2021 live-action web drama *Gundam Build Real* and is now often used to encourage builders to do whatever they want with their kits—whether that's gluing an oyster shell to it, covering it in nail art gems, or giving it a Yakult bottle:

“Gunpla is Freedom” is a great expression that keeps the hobby light-hearted, and ultimately, it’s about joy and personal expression. The best part is that it is so easy to start—just pick up an “Entry Grade Gunpla” at a local hobby shop, spend 30 minutes or so on a satisfying snap-build, and enjoy the clever engineering. Or, you can spend weeks or even months customizing and experimenting with it. I look forward to seeing more of these diverse and creative model kits at our monthly meetings!

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Decal Tennis Anyone?

By John DeRosia

This is a short helpful article for those that make their own decals.

I have been making decals for years and every time I print them, I spray matt clear over them. I typically use Rustoleum or Krylon matt/flat. Although I use a laser printer, this could also apply to ink-jet printers.

For a long time, when I sprayed the matt over them (typically an 8 1/2 x 11-inch sheet), as it dried it would curl up. Nothing wrong with them and they work fine, but I wanted to make the sheet stay as flat as possible. So much easier to work with.

What I came up with is an easy and CHEAP solution. I used scrap wood and then bought the 'Arnold Schwarzenegger' type strong clamps from an office supply store. I think I paid about $3.00-5.00 for a pack of 10. They come in colors – but I could not find orange of all things. LOL!! On each corner of the frame and the handle, I drilled a hole through the wood before gluing and hammered a nail to each joint.

I made the frame a bit larger than the 8 ½ x 11 paper and screwed four of the clamps to the frame. Two on each side. Since I also had lots of paint and stain from home projects, I stained the frame.

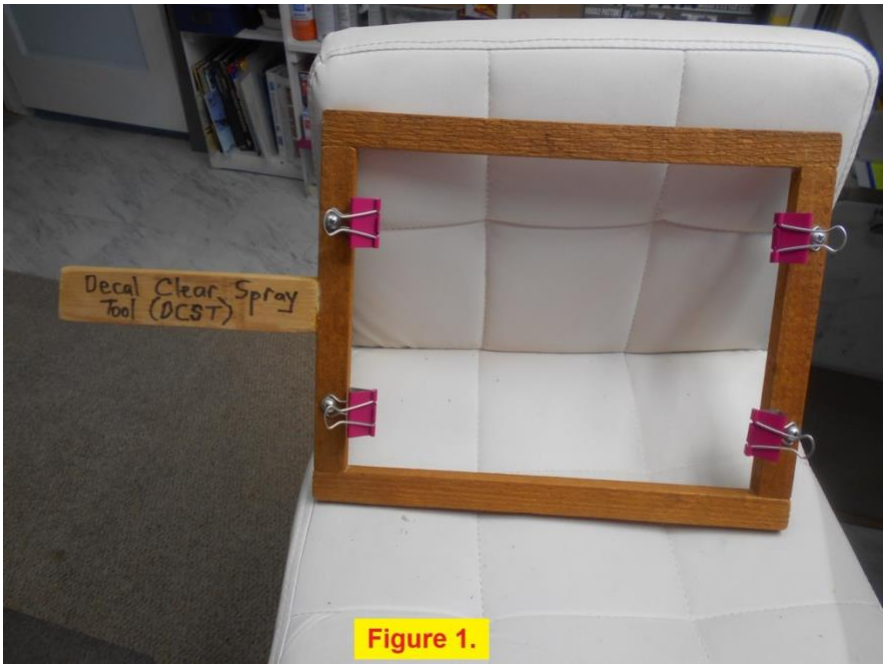

Figure 1.

That's it!!! What? You thought it would be more complicated? Thinking like a modeler I see.

I have included several photos for you to see the tennis decal racket. (Figures 1, 2 and 3).

Keep modeling and remember- it's a hobby so have lots of fun!

Figure 2.

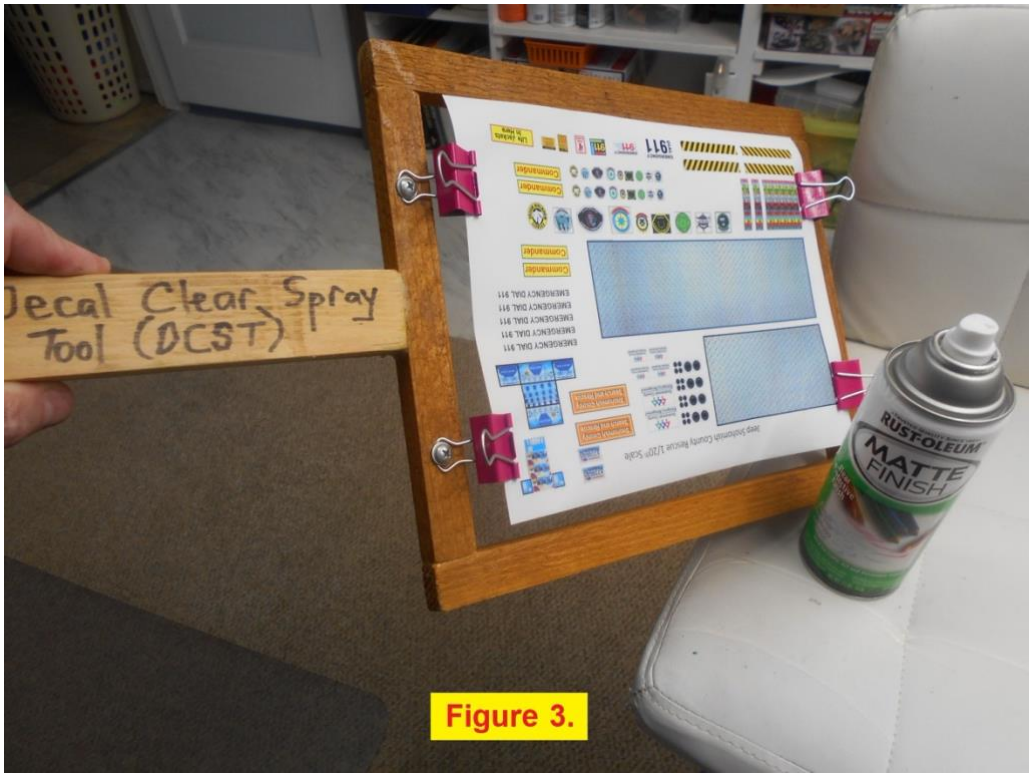

Figure 3.

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The Lockheed T-33

Profiles by Norm Filer

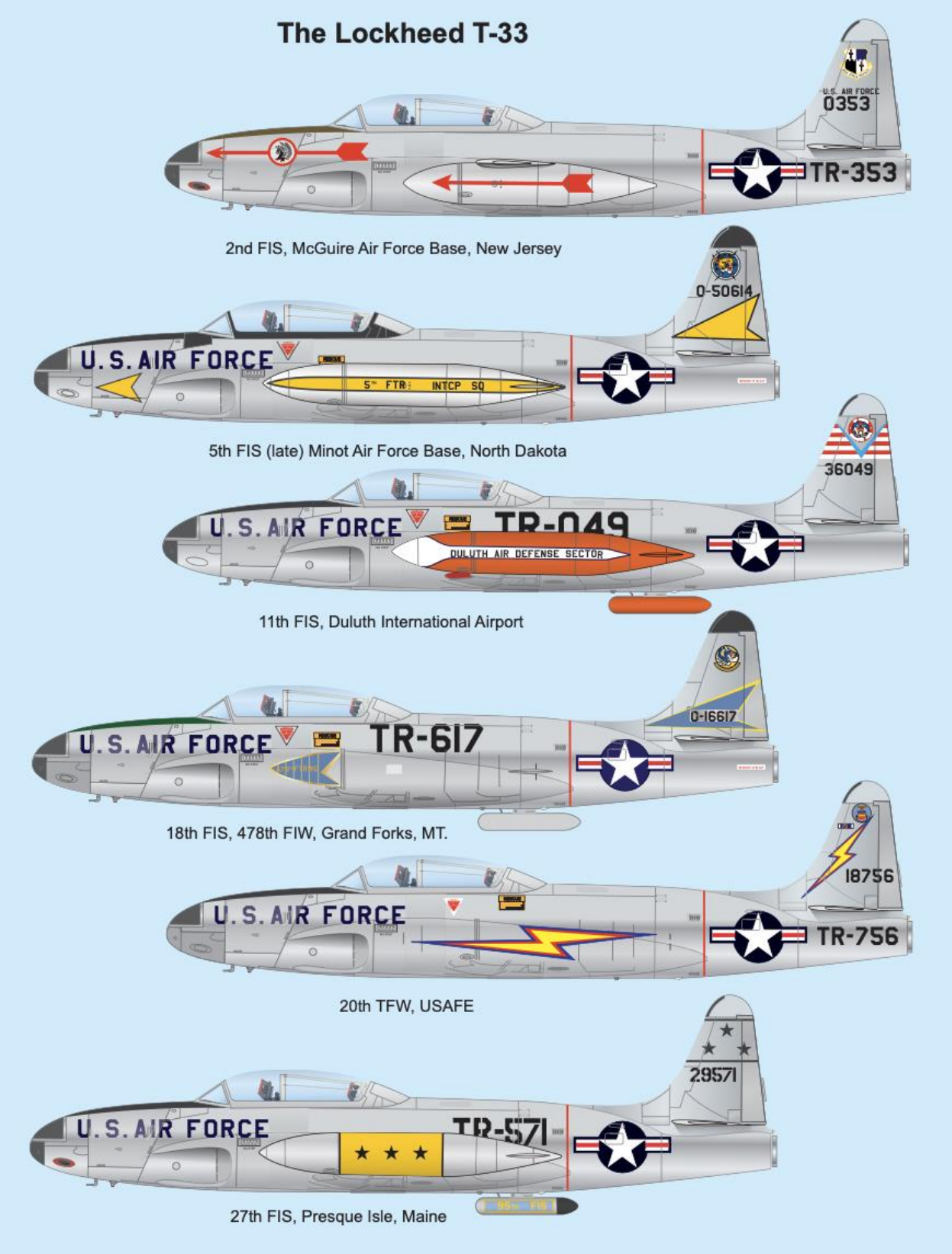
From Wikipedia:

The **Lockheed T-33 Shooting Star** (or **T-Bird**) is an American subsonic jet trainer. It was produced by Lockheed and made its first flight in 1948. The T-33 was developed from the Lockheed P-80/F-80 starting as TP-80C/TF-80C in development, then designated **T-33A.**

The two-place T-33 proved suitable as an advanced trainer, and it was used for such tasks as drone director and target towing. A total of 6,557 T-33s were produced: 5,691 of them by Lockheed, and a further 210 by Kawasaki and 656 by Canadair produced under license.

Several T-33s were assigned to USAF McDonnell F-101 Voodoo, Convair F-102 Delta Dagger, and Convair F-106 Delta Dart units, to include similarly equipped Air National Guard units, of the Aerospace Defense Command as proficiency trainers and practice "bogey" aircraft. Others later went to Tactical Air Command, and TAC gained Air National Guard F-106 and McDonnell-Douglas F-4 Phantom II units in a similar role until they were retired, with the last being an NT-33 variant retired in April 1997.

The T-33 was also used in the militaries of around 25 other countries, and continues to operate as a trainer in smaller air forces. Canadair built 656 T-33s on license for service in the RCAF—Canadian Forces as the CT-133 Silver Star, while Kawasaki manufactured 210 in Japan.


The Lockheed T-33
U.S. AIR FORCE
0353
TR-353
2nd FIS, McGuire Air Force Base, New Jersey
0-50614
U.S. AIR FORCE
5TH FTR INTCP SQ
5th FIS (late) Minot Air Force Base, North Dakota
36049
U.S. AIR FORCE
TR-049
DULUTH AIR DEFENSE SECTOR
11th FIS, Duluth International Airport
0-16617
U.S. AIR FORCE
TR-617
18th FIS, 478th FIW, Grand Forks, MT.
18756
U.S. AIR FORCE
TR-756
20th TFW, USAFE
29571
U.S. AIR FORCE
TR-571
27th FIS, Presque Isle, Maine


The Lockheed T-33
TR-003
51003
36TH FBW, Furstenfeldbruck AB, Germany
U.S. AIR FORCE
82103
48th FIS, Langley AFB, Virginia
U.S. AIR FORCE
80616
49th FIS, Griffiss Air Force Base, New York,
U.S. AIR FORCE
35050
TR-050
50th FBW, Hahn Air Base
TR-983
9983
51st FS, Korea 1953
U.S. AIR FORCE
70592
57th FIS, Keflavik Airport (later NAS Keflavik), Iceland


The Lockheed T-33
U.S. AIR FORCE
54401
59th FIS, Goose Bay, Labrador
U.S. AIR FORCE
70592
60th FIS, Otis AFB, Massachusetts
U.S. AIR FORCE
28 AIR DIVISION
061668
71st FIS, Malmstorm AFB, Montana
TR-281
14281
74th FIS, Thule, Greenland
U.S. AIR FORCE
TR-144
35144
81st FBW, RAF Woodbridge, England, USAFE
U.S. AIR FORCE
80707
84th FIS, Castle AFB, Hamilton AFB, California


The Lockheed T-33
U.S. AIR FORCE
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59th FIS, Goose Bay, Labrador
U.S. AIR FORCE
70592
60th FIS
OTIS A.F.B.
60th FIS, Otis AFB, Massachusetts
U.S. AIR FORCE
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28 AIR DIVISION
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74th FIS, Thule, Greenland
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U.S. AIR FORCE
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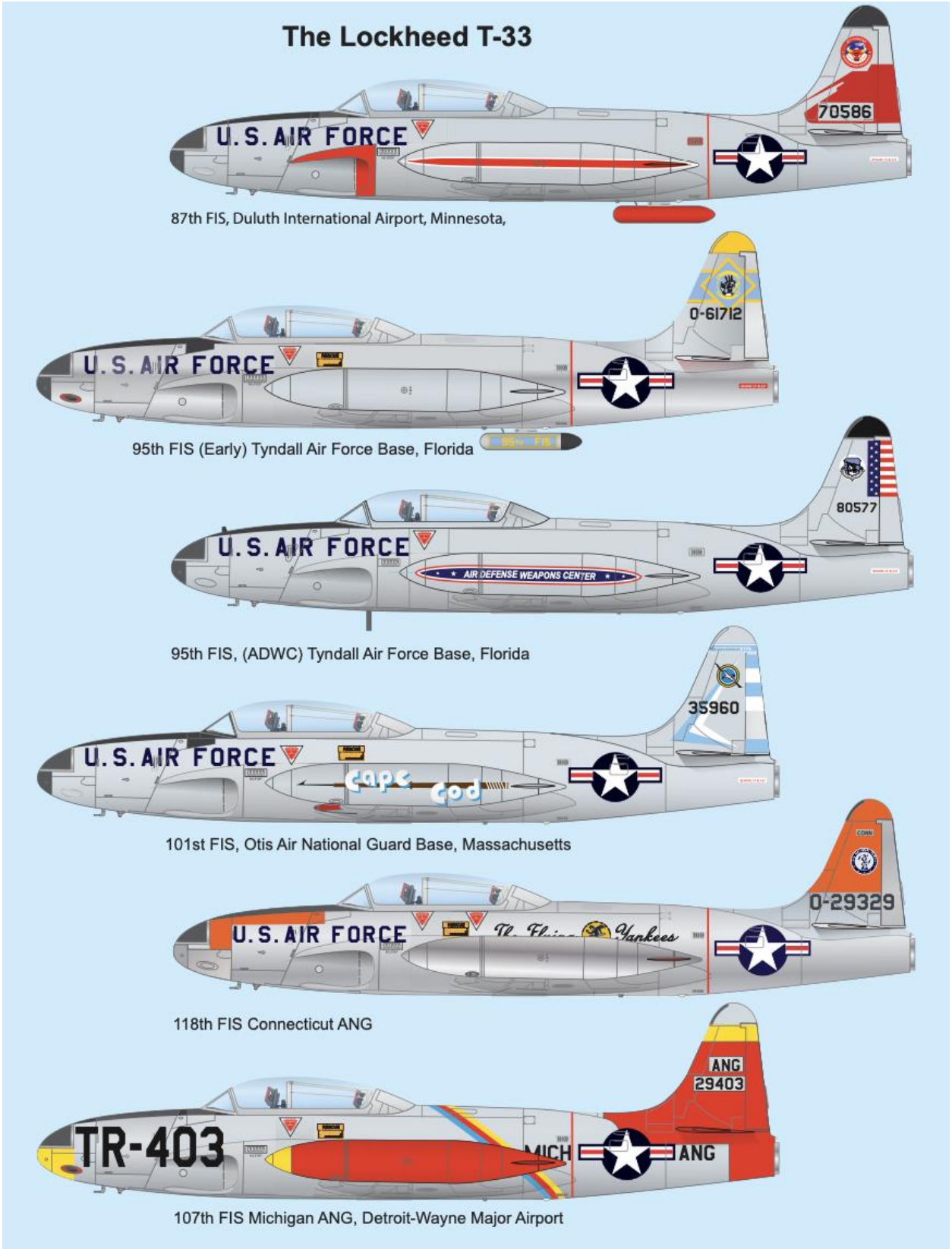
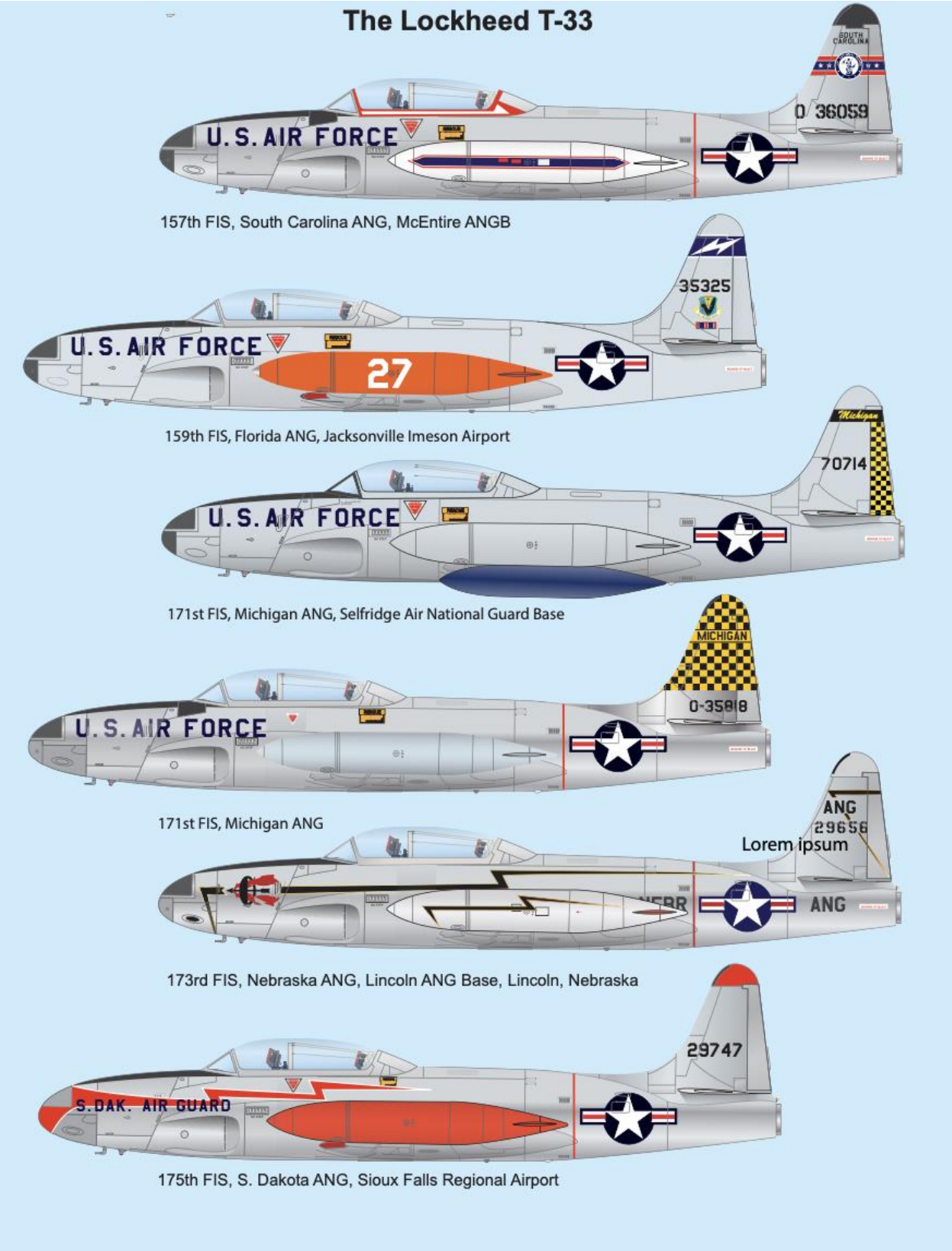
84th FIS, Castle AFB, Hamilton AFB, California


The Lockheed T-33
U.S. AIR FORCE
70586
87th FIS, Duluth International Airport, Minnesota,
U.S. AIR FORCE
0-61712
95th FIS (Early) Tyndall Air Force Base, Florida
U.S. AIR FORCE
AIR DEFENSE WEAPONS CENTER
80577
95th FIS, (ADWC) Tyndall Air Force Base, Florida
U.S. AIR FORCE
Cape Cod
35960
101st FIS, Otis Air National Guard Base, Massachusetts
U.S. AIR FORCE
Yankees
0-29329
118th FIS Connecticut ANG
TR-403
MICH
ANG
ANG
29403
107th FIS Michigan ANG, Detroit-Wayne Major Airport


The Lockheed T-33
29815
U.S. AIR FORCE
613 FBS, 401 FBW
WASH
0-29839
U.S. AIR FORCE
116th FIS, Washington ANG, Gieger Field, Spokane
PENNA
35224
U.S. AIR FORCE
112 FTR GP
146th FIS, Pennsylvania ANG, Greater Pittsburgh Airport, PA
AFCS
61777
U.S. AIR FORCE
AFCS
U.S. AIR FORCE
8896
TR-896
Air Training Command (1)
U.S. AIR FORCE
18594
TR-594
Air Training Command (2)


The Lockheed T-33
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0 36059
157th FIS, South Carolina ANG, McEntire ANGB
35325
U.S. AIR FORCE
27
159th FIS, Florida ANG, Jacksonville Imeson Airport
Michigan
70714
U.S. AIR FORCE
171st FIS, Michigan ANG, Selfridge Air National Guard Base
MICHIGAN
0-35818
U.S. AIR FORCE
171st FIS, Michigan ANG
ANG
29656
Lorem ipsum
ANG
173rd FIS, Nebraska ANG, Lincoln ANG Base, Lincoln, Nebraska
29747
S.DAK. AIR GUARD
175th FIS, S. Dakota ANG, Sioux Falls Regional Airport


The Lockheed T-33
9
70769
U.S. AIR FORCE
TR-769
Headquarters ADC, Langley AFB, Virginia
70769
U.S. AIR FORCE
TR-763
Headquarters ADC, Langley AFB, Virginia
UA
1517
33
NAVY
VU-1
141517
VU-1 Utility Sqdn. NAS Barbers Point, HI
ANG
35260
260
PA-ANG
PA ANG Tow Target
43370
FT-370
The Fighter School, Lackland AFB, Texas

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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)]

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.

Performance Model Club

The Performance Model Club meets every third-Saturday of the month at the Mt Vernon Roundtable Pizza from Noon to 2:00pm. All modelers are welcome to bring their recently completed models (or ones in work) to 'show and tell.' We have several that drive all the way from West Seattle and Renton as well as from Bellingham. We purely talk models, techniques, etc. With an average attendance of 6-10 at each meeting, we are not prepared to sponsor another PMC Model Show yet, but who knows what might be possible if this club grows!

Questions? Feel free to contact David Kaneshiro – kaneshiro.david@gmail.com or call/text 206-601-1351.

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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 away? 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

Sundays: 4:00pm CDT-5:00pm CDT. LINK

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The IPMS Seattle 2025 meeting schedule is as follows. 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.

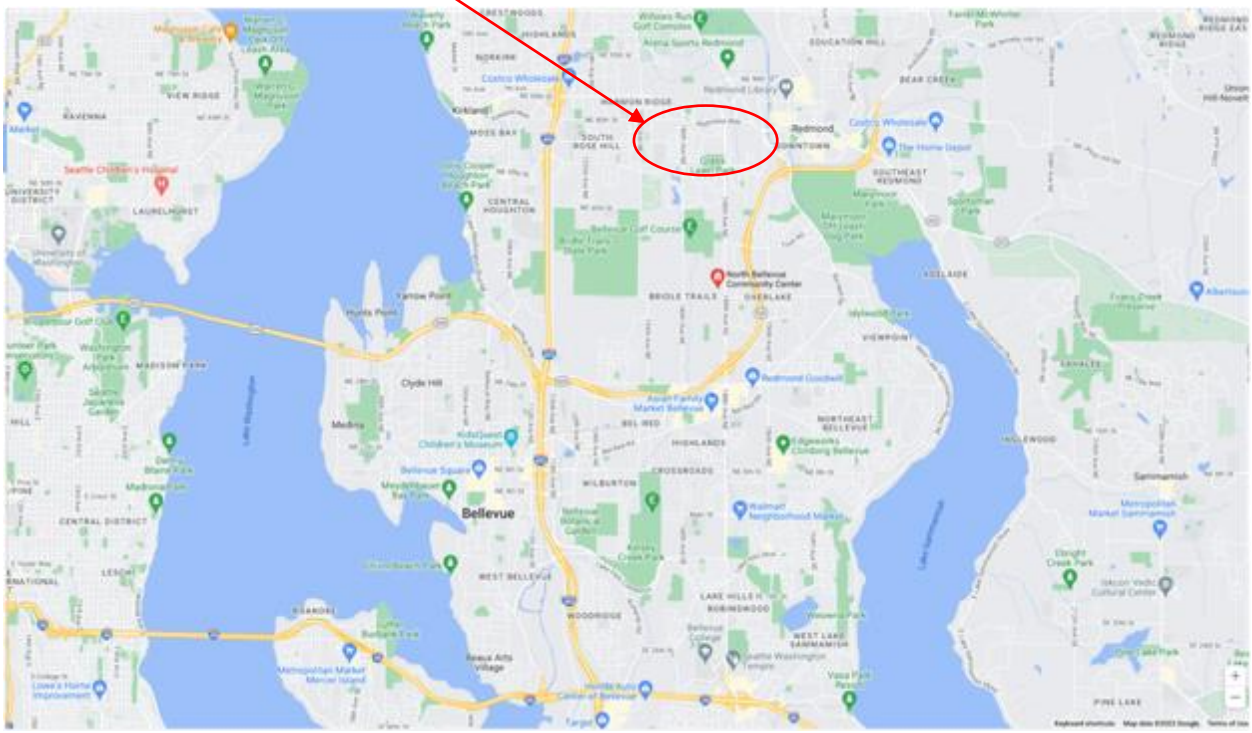
December 13, 2025 January 10, 2026 February 7, 2026 March 14, 2026

Next Meeting: December 13– 10:30 PM to 1:00 PM

North Bellevue Community/Senior Center, 4063 -148th Ave NE, Bellevue.

Map Link Site Link

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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