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Club Moving Forward: What to Expect in Coming Weeks

In the wake of officer resignations in late 2025, several experienced members formed a "Working Advisory Group" (WAG)* to help chart a path forward for the club. The December newsletter contained a "Club Next Steps" article to address initial issues and concerns. The WAG has met several times in December and January to identify and prioritize tasks for the club:

1. Election of Officers
2. Update of By-Laws
3. Formulate Plans for 2027 Spring Show

1. Election of Officers

Formal club leadership needs to be restored as early as practical. The WAG has worked to refine and clarify the roles & responsibilities of each officer, which will eventually be subject to a vote of the membership for formal incorporation into the bylaws. In the interim, as an aid to those considering running for office, some of these ideas are:

President

- Call and organize elections of Club officers in the first quarter of each year.
- Coordinate and communicate with IPMS/USA, Region 7 & other regional modeling clubs as required.
- Preside over monthly Club meetings or recruit a substitute (typically the VP) if required.
- Lead the selection of a Show Chair & encourage, support & oversee to ensure a successful Spring Show
- Be the main contact for outside questions & requests from the show (e.g., media requests, estate collections, public display requests) Appoint appropriate associate officers as required.
- Maintain communications & relations with the venue for the monthly Club meetings. Coordinate with the Treasurer to ensure that the venue is paid in a timely manner.

- Oversee the work of the Treasurer, Newsletter Editor & Webmaster to ensure that those offices are getting that work done.
- Work with the Treasurer and others to ensure that standard accounting practices are followed and annual financial statements made available.
- Delegate work as appropriate, to Associate Officers or other Club members as appropriate.
- Address tensions & controversies within the Club in a transparent & public manner, to keep the club running smoothly & peaceably.

Vice-President

- Support the work of the President and fill in when the President is absent or unable.
- Emcee the "Show & Tell" segment of the monthly meetings or recruit a capable substitute.
- Perform other duties, as assigned by the President.

Qualifications for the above offices would include:

- People management experience
- Good communication skills, willingness to utilize all channels of communication including but not limited to phone, email, text, messaging, social media
- Ability and experience with managing challenging administrative situations
- Commitment to operate in accordance with club bylaws

Other non-elected positions include Treasurer, Newsletter Editor, Webmaster, Spring Show Chair, etc. Our immediate priority is of course to fill the open positions of President and Vice-President. If you have been pondering how to contribute to the club's success, give back to the local modeling community, or are just looking for a way to get more involved, now is your time!

Election Process & Timeline

1. Anyone wishing to run for President of Vice-President should declare their candidacy via an email to info@ipms-seattle.org. Deadline for declarations is **February 8, 2026**. Please submit self-nominations only – if you wish to nominate someone else, please have a conversation with that person and see if they will declare their candidacy.
2. Candidates may submit campaign articles for the February and/or March newsletters at least a week prior to the respective meeting dates (**Feb 7 and March 14**). Candidates may also advocate for themselves verbally at these meetings.
3. Voting will commence on **March 15 and close on March 31**. Voting will be conducted via an online survey application, with each 2026 paid membership able to cast one vote.
4. Votes will be officially compiled by Treasurer Fuzhou Hu. Results will be determined by simple majority and announced via club email and in the April newsletter. The new officers will be considered installed immediately upon initial announcement.

2. Update of By-Laws

The club's by-laws are outdated and need several updates regarding roles & responsibilities of officers, club operations, and some other matters. The WAG has discussed some of these items and will work with the new officers in early 2026 to formalize these updates. The final proposed revision will be

subject to a vote of the full membership, and the approved by-laws will be posted on the IPMS-Seattle website.

3. Formulate Plans for 2027 Spring Show

The loss of the Renton Civic Center venue and recent turmoil has necessitated cancellation of the 2026 Spring Show. The club has the financial resources to weather a 1-year hiatus, but we obviously need to lay the groundwork to resume our traditional annual show in 2027. This effort will need to identify a new suitable venue and begin a marketing campaign to inform the greater modeling world of our plans. The WAG has assembled a list of venue requirements & specifications for the show, which hopefully will allow the new officer team to quickly build momentum for the renewed show.

Let's all work together in a spirit of collaboration to get the club back on its feet and move forward in this great hobby!

*Your friendly Working Advisory Group (WAG): Rick Taylor, Spencer Tom, Tim Nelson, Tracy White, Will Perry (*Editor's Note: Definitely not a "wives and girlfriends" group! Where's Victoria Beckham?)*

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.

IPMS Seattle Chapter Contacts

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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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We need your content! You are encouraged to submit material for this newsletter to the editor. We will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Any Microsoft Word or text document is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files (jpeg if possible). Articles can also be submitted via e-mail, to the editor email address. Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please email if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document.

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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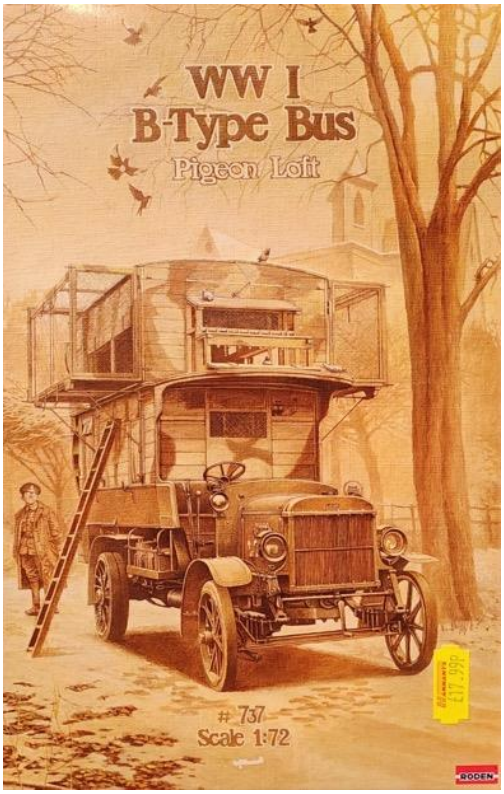
Modeling for the Birds: Roden 1/72 B-Type World War I Pigeon Loft



By Tim Nelson

INTRODUCTION

Long before satellites, walkie-talkies, or even bulky portable radios, there was still a need for timely battlefield communication. World War I was in many ways the first mechanized major war, but above and behind the trenches of the Western Front, a longtime solution was adopted for the problem of sending and receiving critical tactical information – the carrier / homing pigeon.

The skill of certain pigeons to find their way "home" in a wide variety of circumstances was discovered in antiquity. As with all things useful, this was quickly adapted to military use. Even in the 20th Century, pigeons were used extensively in WW I (and also WW II), and some of them were downright heroic, including a French bird known as "Cher Ami" ("Dear Friend"), who was actually awarded the *Croix de Guerre* in 1918.

Although the buildup to WW I had been happening for years, none of the combatants seemed quite prepared in 1914 for the massive scale and logistical challenges of the conflict. One of the areas lacking for the British Army was transport vehicles for supplies and personnel, and a partial solution was found in the double-decker B-Type Motor Buses that plied their trade on the streets of London and other cities in the United Kingdom. The B-Type was built and operated by the London General Omnibus Company (LGOC). Approximately 900 were converted to troop transports, but they also served as ambulances, radio platforms, and – you guessed it – pigeon lofts. The Imperial War Museum at Duxford, England contains a fine example of a B-Type which served in WW I, nicknamed "Ole Bill," in its civil guise. See References for more background on pigeons, the B-Type bus, and the loft version in particular.

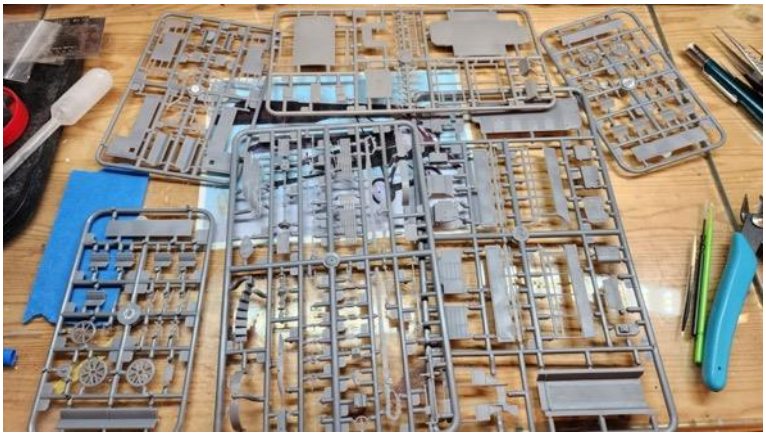
The B-Type Pigeon Loft is one of those "what the ----," double-take subjects that is fascinating in its anachronistic, ungainly, yet utterly pragmatic appearance.

THE KIT

On an epic Scale Model World (Telford) and museum trip to England in November 2024 with good friend Will Perry, one of our obligatory stops was the Hannants model shop, close by the RAF Museum London at Hendon. Among the thousands of delightful kits on the shelves there, my eye fell upon Roden kit #737, a WW I B-Type Pigeon Loft. This was one of those cherished moments when you discover something you didn't know you couldn't live without. Despite trying to travel super light and already burdened with some Telford goodies, I immediately knew my

travel backpack would have to shoehorn in one more item.

My occasional forays into armo(u)r modeling are quick, "palette cleanser" activities in between other ambitious projects (usually but not always aircraft). I stick with my longtime aircraft scale of 1/72 for compatibility with the aircraft collection, and for the sake of cheapness and expeditious build time. The Roden B-Type fit right in. (Note that Roden has kitted a family of B-Type versions in 1/72, including the civil London bus and the military troop transport. I believe MiniArt makes a B-Type in 1/35 scale, but you'll have to do a lot of work to turn it into a pigeon loft – the internet shows it has been done!)



The box art is quite evocative to me, as many Roden boxes are – the kind of inspiring art that moves a kit dramatically upward in the build queue. The kit consists of six sprues of that slightly brittle styrene we have come to anticipate. The sprues contain parts for multiple B-Type configurations not used in this build, but the instructions generally make clear which parts are applicable here.

Be advised that the instructions do contain some part callout errors which caused some head-scratching:

- Step 5, part 8B should be 8A
- Step 12, part 1D should be 3E, and part 11D should be 8E
- Step 16, part 11E should be 11D

As I've seen from Roden in the past, part detail is quite fine throughout, but you'll have to contend with somewhat thick sprue attachments, minor flash, and extensive mold seam lines. These issues get a little tedious with all the suspension parts, tiny bits, as well as the wheel spokes, but you do what you have to do. The relatively new DSPIAE Rotary Grinding Tool/Bit Set, which I'm still learning how to use to best effect, was a significant help here.

GETTING STARTED

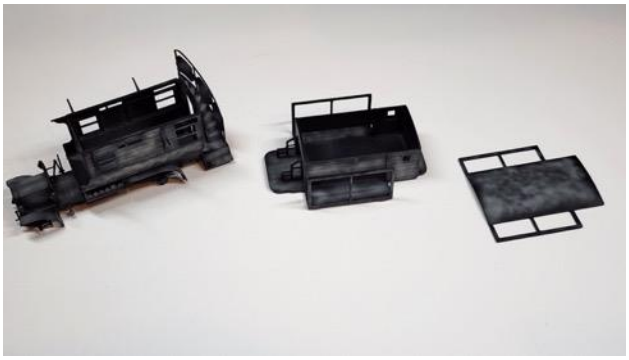
Time invested in parts cleanup will be rewarded with well-fitting sub-assemblies and major assemblies. The base bus chassis and lower body are common to all B-Types, then we have the modular loft section above that, the base of operations for the pigeons. That section is topped with a bespoke roof.

I strongly desired as close to an out of the box build as possible, but there would be a couple of enhancements, discussed below.

I always begin a project by subjecting all the sprues to my usual bath process of warm water and Dawn soap. After parts separation and preparation, just before priming, I then swab the major parts with denatured alcohol to remove recently deposited finger oils. Better safe than sorry.

PAINT & FINISH

Painting got underway with Mr. Finishing Surfacer 1500 Black Primer straight out of the can. Great stuff, and well suited to armor and other subjects where you don't have to worry about flooding canopy masks with too much paint. This was followed by a mottled preshade of Tamiya XF-57 Buff, mixed 25% paint to 75% Vallejo thinner with a dab of Liquitex Flow-Aid and Slow-Dry.



Next came the fun part, the various phases of camouflage. As a small-scale subject, I was concerned about the Roden recommended colors appearing too dark on the completed model. I thus elected to go with 2 lighter shades of green: my "dark green" was Tamiya XF-58 Olive Green and my "light green" was actually Tamiya XF-71 Cockpit Green. These were selected based on a combination of artistic whim, by guess and by golly, and "Kentucky Windage." Each shade was thinned about 33% paint to 67% Vallejo thinner, again with the Liquitex elixirs. The last step was a whitish shade, in this case AK Real Colors RC004 Flat White, thinned about 33% to 67% High Compatibility thinner, again with Liquitex additives. I used AK Camouflage Elastic Putty for masking during this process, certainly an aid to following the many irregular contours of this machine.

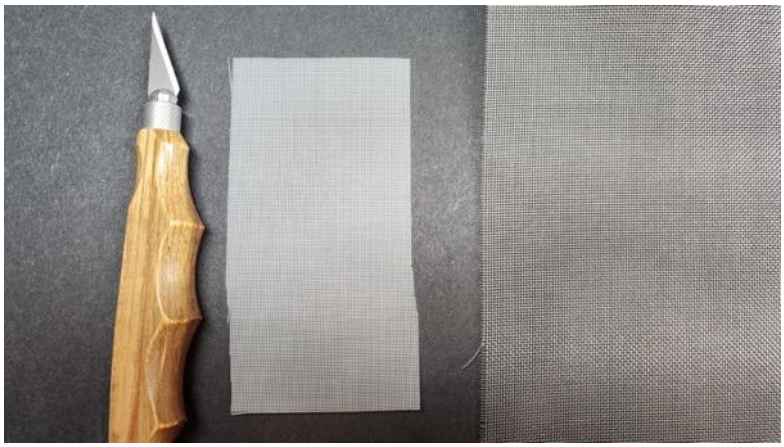
World War I Western Front photos show these pigeon loft vehicles with the normal wear, tear, and dirt of field duty, but nothing extreme. The weathering would thus be restrained, beginning with a protective coat of Alclad Aqua Gloss. I then applied an overall wash of Abteilung 502 Starship Filth oil, thinned with Mona Lisa thinner. This was followed with a dusting coat of the lower regions, using Tamiya XF-57 Buff thinned about 25% paint to 75% Vallejo thinner – this time without the additives since leveling is no longer critical when moving toward a flat coat.

That final flat coat was laid down with VMS Matt clear, sprayed "neat" out of the bottle. This provided a suitable surface for final pigment effects (MiG European Earth and Rusts), and some AK (and regular) pencil shading (used similar to a dry brush technique, for some lighter highlight shading and worn paint).

I decided to pursue two significant deviations from an out of the box build. The first was the need to blank the lower-level windows with "plywood," as seen on the actual vehicles. Although not combat vehicles, it was sensible to replace the glass windows of city buses with simple wood covering. I prepared 0.010" plastic card inserts of the appropriate dimensions for all of the openings, and painted them with Mission MMS-006 Tan Primer, thinned about 50/50 with Createx 4011 thinner ("reducer") and the usual additives. This was later sprayed with Aqua Gloss, to be followed with the very cool Uschi van der Rosten translucent wood grain decals. The effects are probably a bit exaggerated in 1/72 scale, which is OK with me – it's a cool effect. To ensure I wouldn't have to spend a minute on the lower bus interior, I augmented the plywood with a simple curtain over the rear opening (the kit does not provide a door) - Kleenex soaked in diluted Elmer's glue and stained with Tamiya XF-57 Buff.

The second major issue was the "chain link fence" material for the pigeon enclosure. The kit comes with a swatch of white mesh material, but it is dramatically overscale. Further, Roden would have you apply this material to the //outside// of the loft frames, which would result in a very heavy-handed look and not at all "prototypical." I went scouring the interwebs for something more suitable, eventually landing on 316 Stainless Steel Mesh (5017196) offered by Component Supply Company. This company makes a wide array of products geared to manufacturers and labs, the only catch being they are a "business-to-business" operation that does not want to sell

products to individuals. (I got around that limitation with an old but still current business license I have for a mostly dormant photography enterprise I started in the 1990s.) This mesh is really still overscale for 1/72, but looks much better, and at least allows the loft occupants to be seen. To tone down the stainless steel, I hit it with a quick pass of Mr. Surfacer 1000 primer, followed with some intentionally irregular hand touchups with thinned Mission MMS-003 Grey primer. The steel mesh allowed for carefully bending to shape and a "drop-in" installation for the main enclosure, complicated slightly by the mesh grid being "on point" rather than parallel to the ground.

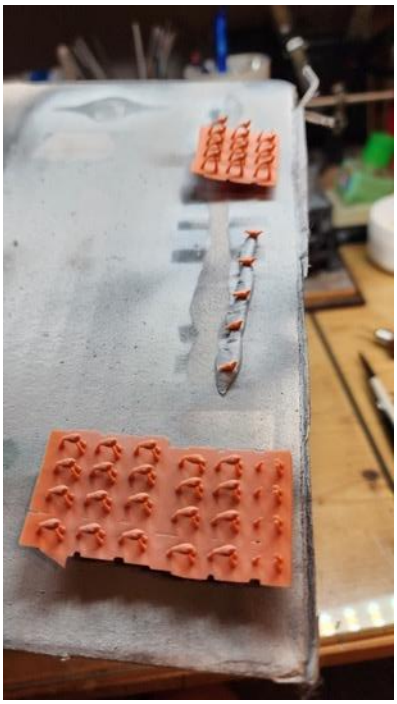


A critical aspect of any pigeon loft project is, well, the pigeons. Photos of these vehicles (see References) show them absolutely swarming with pigeons, so they need to be prominent and plentiful. Roden gives you a set of pigeonish shapes on Sprue D (you can make them out in the top middle area of the sprue image). These suffered from flash and left/right half offsets, so I immediately started looking for alternatives. I found an answer at Scale 3D, a U.K. based company producing a wide range of 3D printed accessories of all kinds, including animals. Their pigeons were darn impressive looking, so I ordered a batch.

The Scale 3D pigeons arrived on their 3D printed build plate, with incredibly delicate feet. I wanted to do all of the painting of the birds while they were still mounted here. A few had broken off during shipment, and these were mounted with Blue Tack. Pigeons, like people, come in a variety of colors and looks. I decided to go for 2 major variations (gray and bluish heads) and a series of shades for those of the bluish persuasion. All were primed with Mission MMS-003 Grey primer, thinned as noted above, some followed with a top-only shading of Mission MMP-089 RLM 66 (thinned with 50/50 with a "CP30" mix of 30% Mission MMS-007 Clear primer and 70% Createx 4011 thinner, with additives). RLM-66 is a very nice "pigeonish" violet-gray!

This base was followed by hand painting of the heads and wing tops with multiple (unrecorded) grays mixed with a touch of blue for variety. The beaks were treated to light gray, and in a moment of inspiration, I elected to use Mission MMP-111 Anti-Fouling Red as a match for typical pigeon feet. Some light gray, mottled dry brushing on the wings finished the process, and I do say they came out about as well as I could hope for. I skipped rendering the eyes or the tiny message containers on the feet – the point of diminishing returns.

There is one more sensitive pigeon matter to address. I'd like to talk to you about… droppings. I've seen no photos of the tops of these vehicles, but you can only imagine the horror resulting from long-term, continuous pigeon operations. I decided that restraint was again in order and installed representative "droppings" in what appeared to be high traffic areas. This was simply a matter of paint applied with a small stub brush in stippling fashion, using three shades: Tamiya XF-55 Deck Tan, Mission MMP-104 Insignia White, and MMP-116 Light Grey. (I joked with several friends that I used an "AK Pigeon Sh!t Effects" weathering set, and at least one of them thought I was serious!)



With the pigeons prepped and the droppings down, it was time to install the little buggers. This process was a little harrowing, since the legs were so delicate. To free the birds from the build plate, I gently nipped the feet first, then the tail support. Unfortunately, several birds suffered leg attrition, and these are the ones seen squatting around the loft – but real pigeons squat too. Each pigeon was positioned with tweezers on a small dot of Vallejo Satin - not a glue but with more than enough "stick" to keep these tiny feathered friends in place.

I knew this vehicle would require a human crew to accompany the avians. Good World War I figures in 1/72 scale are as rare as hens' teeth (another bird reference), but there are some decent ones in the Emhar EM 7201 British WW I Infantry set. I modified one of them to look in a more upward direction, and another (who is intended to be exhorting poor Tommies "over the top" to their doom) to be launching a bird. The figures were primed black, with a zenithal treatment of white from above, then various colors applied by hand in thin layers ("glazes," in figure parlance). Some dark wash, and highlights treated with AK pencils, and they were good to go. I was generally seeking a

whimsical, light-hearted feel to the whole thing, with maybe a little “fly, you bugger!” frustration. There are a couple of “Easter Eggs” thrown in to reward close-up viewers.

Knowing I never wanted to handle this thing directly again, all was mounted on a simple but attractive plinth picked up from Bases by Bill at a recent IPMS/USA Nationals, with my own groundwork (paint effects and static grass) added.

SUMMARY

This project was a fun exercise, and a nice addition to my small but growing 1/72 armor collection. The modeling gods smiled on it with a First Place in Soft-Skinned Small-Scale Vehicles at the recent IPMS/USA Nationals in Hampton, VA.

REFERENCES

Roden Kit 737, WW I B-Type Bus Pigeon Loft

Homing Pigeons

LGOC B-Type Bus, Wikipedia

"Vintage Photos of Type B Bus "Pigeon Loft" During World War I," Vintage Everyday Blog, November 24, 2021

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Vincent Van Gogh Starry Night Phantom

1:72 Kitech YF-4E Phantom

By Nausicaa Au (10)

First of all, thank you very much to John Holmes for giving me this Phantom.

I got inspired by the MiG-21 Project in The Museum of Flight to make a Starry Night Phantom. The MiG-21 Project is amazing; the creator glued a bunch of tiny beads to a MiG-21 Fighter Jet making a masterpiece out of it. I have also painted Starry Night on electric fans that I sold at the Children's Business Fair, so why not put it on a plane?

This is my first model that is assembled with glue. It is also my first time using so much putty and sanding too. However, some parts of the seam lines still show. Next time I will repeat the

process before painting. Another problem is that I accidentally sanded off some details. If anybody can tell me how to not sand off the details, I would be thankful for that.

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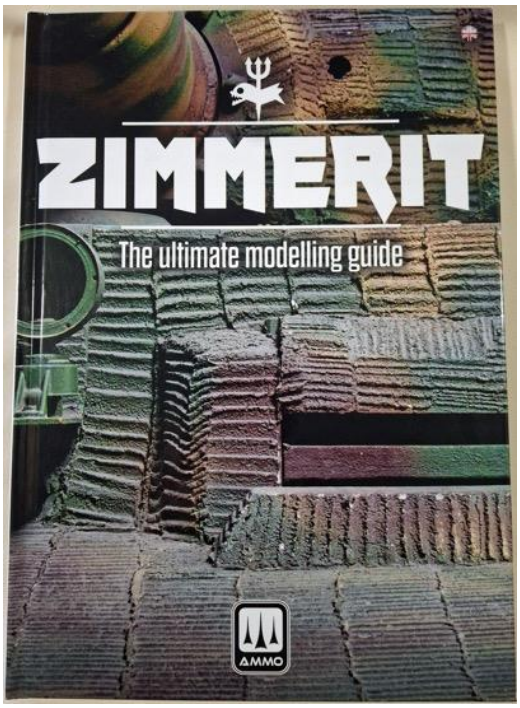
Book Review: Zimmerit, The Ultimate Modelling Guide



By Chris Martin

The Book: Zimmerit, The Ultimate Modelling Guide
A hard-bound, 205 pages, 8½ x 12-inch volume containing six chapters. Chapters 1 and 2 provide historic context, while chapters 3 through 6 are for the modeler.

Chapter 1: Zimmerit: History and Riddles
One word best sums up this chapter ... Wow!

The introduction points out that the interest in Zimmerit is inversely proportional to its real use. As modelers we all "know" what Zimmerit is. An anti-magnetic paste applied to defeat magnetic anti-tank mines. Furthermore, we are all familiar with the typical parallel line and waffle patterns. But did you know there were 18 different patterns? And that certain patterns were used exclusively by a single manufacturer?

Chapter 1 is written in an unusual "question-and-answer" format that will answer most any what, where, when, how questions a modeler may have. While some may feel it is bit "thin" on text, each question is supported by period photographs.

Other interesting tidbits to be found in this chapter are that, while the Panther, Tiger, and Sturmgeschütz families feature the primary examples of Zimmerit, it was also applied to Panzer III and Panzer IV tanks as well. Also of interest is that the material was applied for only about year, from September 1943 to October 1944. This chapter also presents the "recipe" for

Zimmerit. As sometimes thought, it is not cement based, but more of an epoxy resin. It was applied in both factories and in the field. Factory applications were much more durable.

Chapter 2: Reference Photos of Real Zimmerit

Chapter 2 is a series of color reference photos of real Zimmerit applied to tanks in museums. The first vehicle is a Tiger I Ausf. E (late) on display at the Musée des Blindés, Saumur, while the second example is a Tiger II Ausf. B with photos from The Tank Museum at Bovington, England and the Musée des Blindés, in Saumur, France.

Chapter 3: How to Apply Zimmerit: Zimmerit Types, Tools, and Application Methods

This chapter is divided into four sections covering the different types of Zimmerit available, how to attach them, and tips on improving their appearance. Each section contains a series of step-by-step instructions for the topic discussed. Section 3.1 covers adhesive backed Zimmerit and Zimmerit decals.

Section 3.2 addresses photoetch Zimmerit, while section

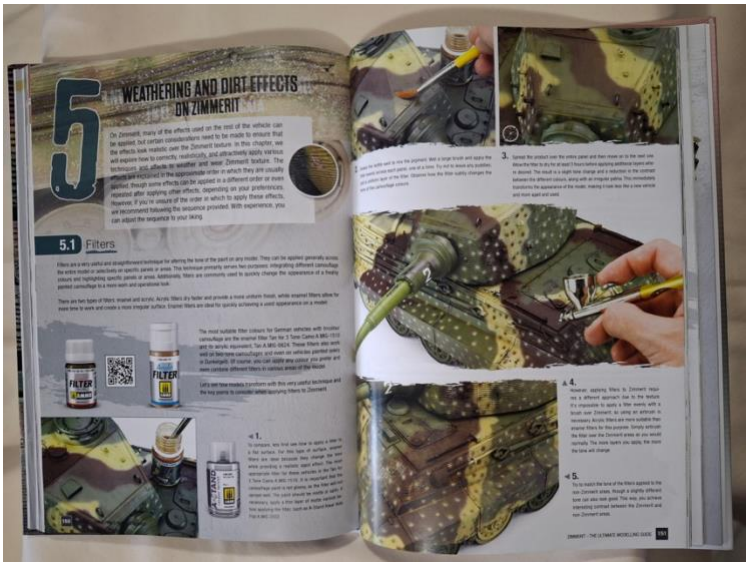
3.3. covers resin Zimmerit.

Section 3.4 is the most extensive covering Zimmerit applied by hand. This section starts with tools for engraving the Zimmerit pattern. The final three sub-sections cover epoxy putty, Tamiya polyester putty, and finally AMMO Zimmerit paste.

<u>Chapter 4: Painting Zimmerit in Scale</u>

This chapter is divided into six sections covering painting, lightening and modulation, winter camouflage, dry brushing, and decals. Like Chapter 3 each section is a series of step-by-step instructions on how applying the topic discussed is different on a Zimmerit covered subject than on an un-textured surface.

Chapter 5: Weathering and Dirt Effect on Zimmerit



This chapter is similar to Chapter 3 and 4 with each section giving step-by-step instructions. This chapter has nine sections; Filters, Shading, Washes, Chipping, Discoloration, Streaking, Dust and earth, Mud and splashes, and Oil and fuel. A nice touch is that the sections are in the order of their application to a model. So, the first effect to apply is a filter, while the last effect would be oil and fuel spills.

Chapter 6: Gallery

This chapter is a photo gallery of 12 models in different scales with Zimmerit finishes. Each example highlights the methods discussed in Chapters 4 and 5. The only downside of this gallery is there are no captions on what method(s) were used on the model.

Final Thoughts

All in all, this book is a great reference. As noted in the introduction, information on the internet is not always accurate, and in some cases is contradictory. This book goes to great lengths to use only factual information. Where there may be a lack of such information reasonable hypotheses are used.

One nice touch in Chapters 4 and 5 is the inclusion of QR codes by some of the topics. Scanning the code takes one to the AMMO webpage with a description of for the product followed by individual options for purchasing.

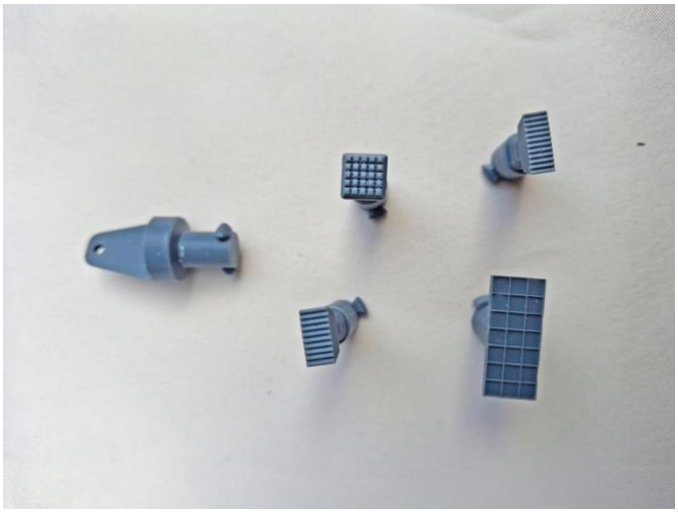
This brings me to another point that I'm not sure how I feel about. Being that the book is published by AMMO it is not surprising that AMMO products are used throughout. However, some sections come across more as extended advertisements for the product than actual how-to's.

The Tools

Two sets of Zimmerit tools were supplied for evaluation. One set, A. Mig-8583 Zimmerit Applicator Tools, includes six photoetch stainless steel "combs". There are two of each size comb, one with 0.5 mm spacing and one with 0.7 mm spacing. There are three comb sizes of each spacing, a large comb 1¾-inch (4.5 cm) long, a medium sized comb 15/16 (2.4 cm) long, and a small comb 5/16 (0.9 cm) long.

The second set of tools is the Panzer Kote Zimmerit Tools. This set contains a bag with 3-D printed resin stamps, a bag with ridge pattern rollers, a bag of attachment hardware, a stamping handle, and a small instruction sheet. A nice feature is that this set of tools is available in the popular armor scales of 1:72, 1:48, 1:35, and 1:16. For this assessment the 1:35 scale tools were used (A.Mig 8939).

Details of the items in this set follow. There are two ridge pattern stamps, one with 0.7 mm spacing and one with 0.8 mm spacing. There is a ¼ x ¼ (0.6 x 0.6 cm) waffle pattern stamp, and an 11/32 x 27/32 (2 x 0.8 cm) grid pattern stamp. The set also includes two types of ridge pattern rollers, a roller holder, and attachment hardware. Again, the roller patterns are in 0.7 mm and 0.8 mm spacing. The 0.7 mm rollers are 5/32-inch (0.45 cm) wide, the 0.8 mm rollers are ⅛-inch (0.3 mm) wide. Each spacing has two types of patterns; one gives a continuous ridge pattern the other has a gapped ridge pattern.



A small Philips head screw, washer, and nut attach the rollers to the holder. As called out on the instruction sheet there are two thicknesses of roller bushings. The smaller one fits the narrow 0.7 mm roller, the longer one fits the 0.8 mm roller. The stamps and roller holder insert into the handle and lock in place with a simple twist.

CAUTION: the grid divisions on the grid pattern stamp are extremely fragile. I broke off a couple while cleaning the tool with an old toothbrush. (Apparently, I got overly enthusiastic with my scrubbing.)

The Zimmerit Paste

The Zimmerit paste is a quick-drying acrylic paste used to represent Zimmerit coatings on models. This paste has the same color as the original paste, providing an extremely authentic finish to models.

The Zimmerit paste is applied to a clean, dry surface. The four step instructions on the box and tube are far removed from the detailed instructions included in Section 3.4.4 of the book Zimmerit, The Ultimate Modelling Guide. The box/tube instructions state 1) clean and prepare the model surface, 2) Apply a thin coat with a spatula, 3) Mark the desired pattern, and 4) Allow the Zimmerit to dry completely before painting or varnishing.

Section 3.4.4. provides much more detailed (and valuable) information. Information in the book states that "a thin coat" should actually be a thickness of 0.7 mm (~0.030 in). The box does not include the important information that the paste needs to set for at least 5 minutes before attempting to mark a pattern. The box/tube further neglects to mention that the paste is "dry" after about an hour and completely cured after 24 hours.

The following are details from my use of this product. The first thing I learned is that it is all about the thickness. While the photo-etch "combs" worked fine on a "thin layer," the stamps and rollers did not. Rather than trying to estimate what 0.7 mm thick looked like I attached small pieces of 0.030 x 0.080 styrene strip (what I had on hand) with white glue (Elmer's) vertically on the surface to be coated. I then squeezed out some paste between my strips.

NOTE: Before applying the paste mask any areas that will not be patterned (horizontal surfaces or locations where brackets and equipment attach to vehicle). I tried masking with a couple of strips of 0.2 mm Tamiya tape and with some random pieces of 0.030 x 0.080 styrene strip.

This brings me to the second lesson. It is noted in the book that the surface of the paste can be moistened with odorless thinner so it does not stick to tools. While the book notes this in a "passing" manner, if the surface (or tool) is not moistened, the paste WILL stick to the tool. After squeezing out the paste I dipped a plastic painter's spatula in odorless Turpenoid and smoothed the paste flush with the plastic strips. I unintentionally ended up with the right side being about half the necessary thickness.

The book recommends waiting at least 5 minutes before attempting to create a pattern. After 5 minutes I started with the 0.5 mm medium comb. I dipped the tool in my Turpenoid, blotted off the excess, and then scribed the pattern into the paste. This worked very well and gave a

wonderful ridged pattern. I next tried the 0.7 mm ridge stamp. This didn't work at all. Nor did the grid, waffle, or roller patterns. I eventually had to let the thicker paste (0.030 in.) dry for about 20-minutes before it would take and hold an acceptable pattern. Each tool was dipped in Turpenoid, the excess blotted off, and then the tool applied to the pattern the paste. The ridged pattern stamps and rollers worked quite well. As did the grid pattern stamp. Although not visible in the photos the waffle pattern also came out well. The one drawback to use of the stamps and rollers is that they require constant cleaning to remove paste that sticks in the stamp/roller patterns. For the waffle pattern this was about every third stamping. The grid and ridge patterns could go for a half dozen or more before needing cleaning.

Painting

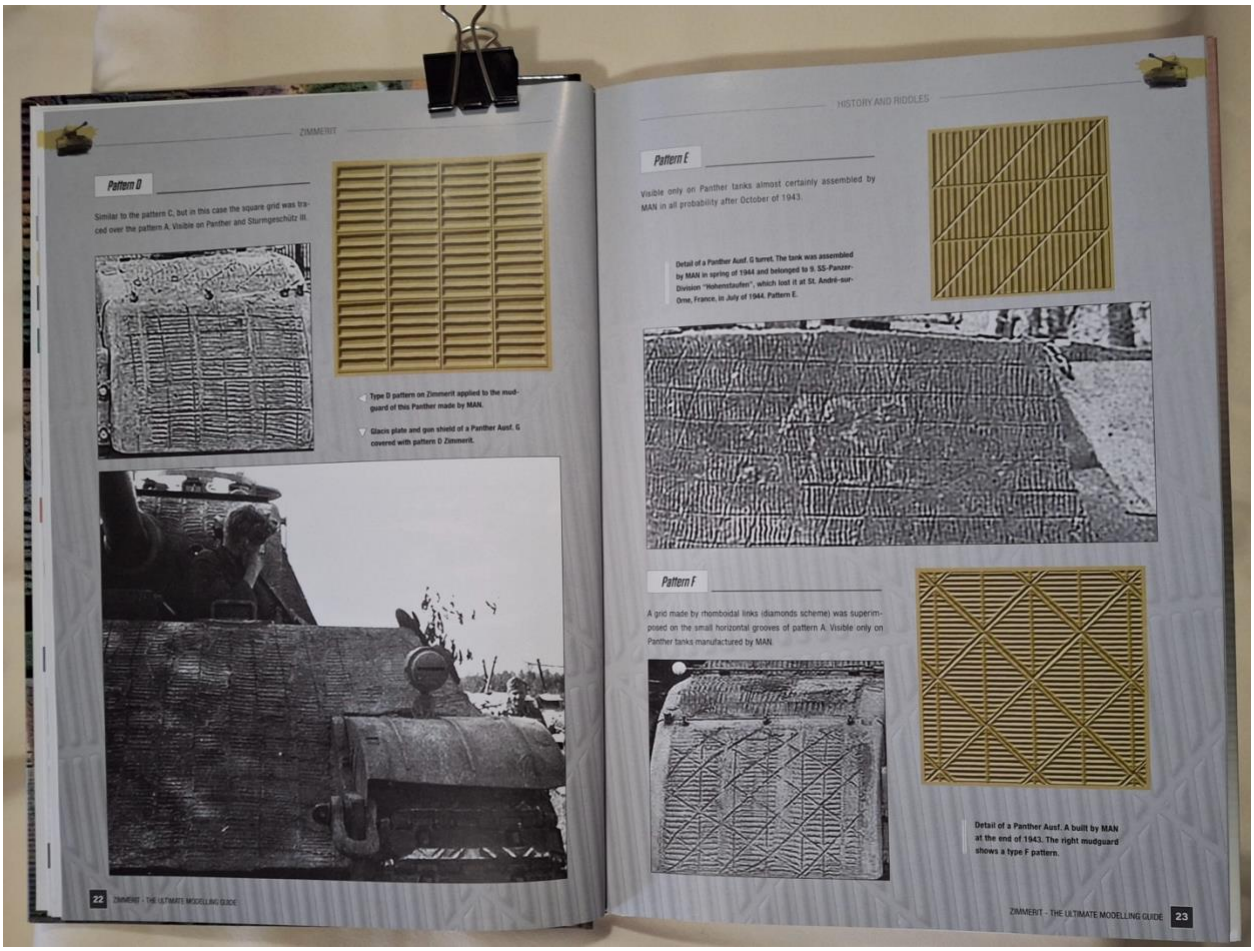
I allowed the paste to dry overnight before priming. The dry paste took Rust-Oleum 2x Ultra Cover Flat Gray Primer without problem. It also accepted Tamiya dark yellow paint over both primed and unprimed surfaces with even coverage.

Final Thoughts

For the most part the Zimmerit paste and tools worked as advertised. Getting the paste to an appropriate thickness takes some practice. As does feeling out the correct drying time. I also get the feeling that drying time is affected by temperature and humidity. I found that the "combs" worked quite well, even on a slightly too thin layer of paste. The stamps and rollers really need that 0.030 in. thick layer of paste to get the best impressions possible. A minor drawback when using the stamps and rollers is that they require frequent cleaning to keep paste build up in the grooves to a minimum.

Altogether, the book, tools, and paste will be a much-welcomed addition to modelers of World War II German armor. While I'm sure that the other forms of Zimmerit already out there will not be going away any time soon, the ability to create your own has just gotten a major boost in simplicity.

I would highly recommend all these items to modelers of every skill level.



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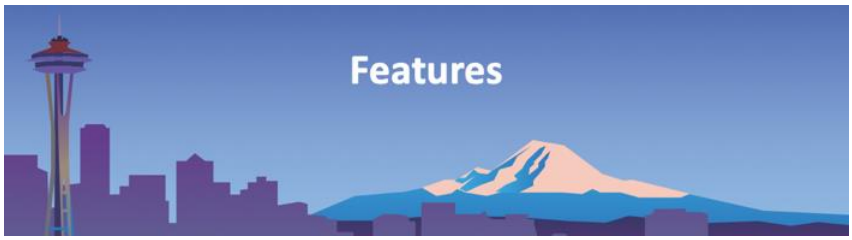

The Boeing 737 Early Years Sampler

Profiles by Norm Filer

For those of you who have seen my work in the past couple of years in this Newsletter you may have noticed that I tend toward U. S. Military aircraft. And that would be accurate. I like to draw colorful military aircraft.

But over the years I have drawn a lot of other stuff. Decal layouts for all kinds of stuff, cars, hydroplanes and various emblems and logos to name a few. But airplanes are where you would most often find me at the computer.

When I finally managed to start to get a handle on Adobe's Illustrator and started looking for examples of projects that would help me further my skills I found the perfect projects with Alaska Airline's Disneyland birds. Lots of individual items with lots of shadows and highlights placed on another drawing: the aircraft body.

The profile of the body was the easy part. I had done enough of those by then to finish that rather quickly, and then the fun began. Like most projects that don't have a deadline and contain multiple

parts, I would often put them aside and come back after working on other stuff. I think the whole process took a year or so in the early 2000s.

That lead to other early 737s that I found interesting.

I spent a part of my early years at Boeing on the 737 project. I worked at the now gone Boeing Plant 2. When I arrived, they were just starting to install all the tooling to assemble the major components which were being built all over the place. I stayed on that project until the first 50 737s were bult on Boeing field and production was moved the Renton.

A few notes on the profiles.

The Disneyland birds pretty much speak for themselves. Perhaps the size differences or the most noticeable. The Portland Timbers is also a good indication of size, being one of the smaller 737-700s of the 737 series.

The Yellow and Olive bird is of Course the very first 737. It is a 737-100. I say “is” as it is still around, albeit in the Museum of Flight, as the NASA bird that is also profiled. The four Casino Express birds are an indication of what happens as paint schemes change over time. And the Canadian North profile is what I still think of as one of the better 737 schemes.

Last, but not least, the Pan Am 737 is nothing more than speculation. A combination of the early 737 with an early Pan am paint scheme. Gerry Nilles, one of our local IPMS members, is a Pan Am fan and is slowly working his way through a series of Pan Am models. I doubt if this one will make the journey to his display case, but it is my only example of a “what if”.

737 production is now past 12,000 in a long and complicated list of variants with almost every one of the 200 thru 500’s almost all gone. Most of those still flying are concentrated in obscure parts of the world.

Will I make the transition to the newer models and continue to profile 737s? I doubt it but there sure are a lot of interesting examples out there.


BOEING 737 IN PROFILE
Alaska
We're Going to Disneyland
737-900
Alaska
Follow Me To Disneyland
737-400
Alaska
Disneyland
MAKE A WISH
737-400
WE'RE ALL PULLING TOGETHER
Alaska
737-400
PORTLAND TIMBERS
Alaska
737-700


BOEING 737 IN PROFILE
Casino Express
Elko, Nevada
N456TM
737-200
Casino Express
Elko, Nevada
N457TM
737-200
Casino Express
Elko, Nevada
737-200
Casino Express
Elko, Nevada
737-200


BOEING 737 IN PROFILE
737
BOEING 737
CANADIAN NORTH
PAA
N383PA
PAN AMERICAN WORLD AIRWAYS
NASA
515
Langley Research Center
N515NA

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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.

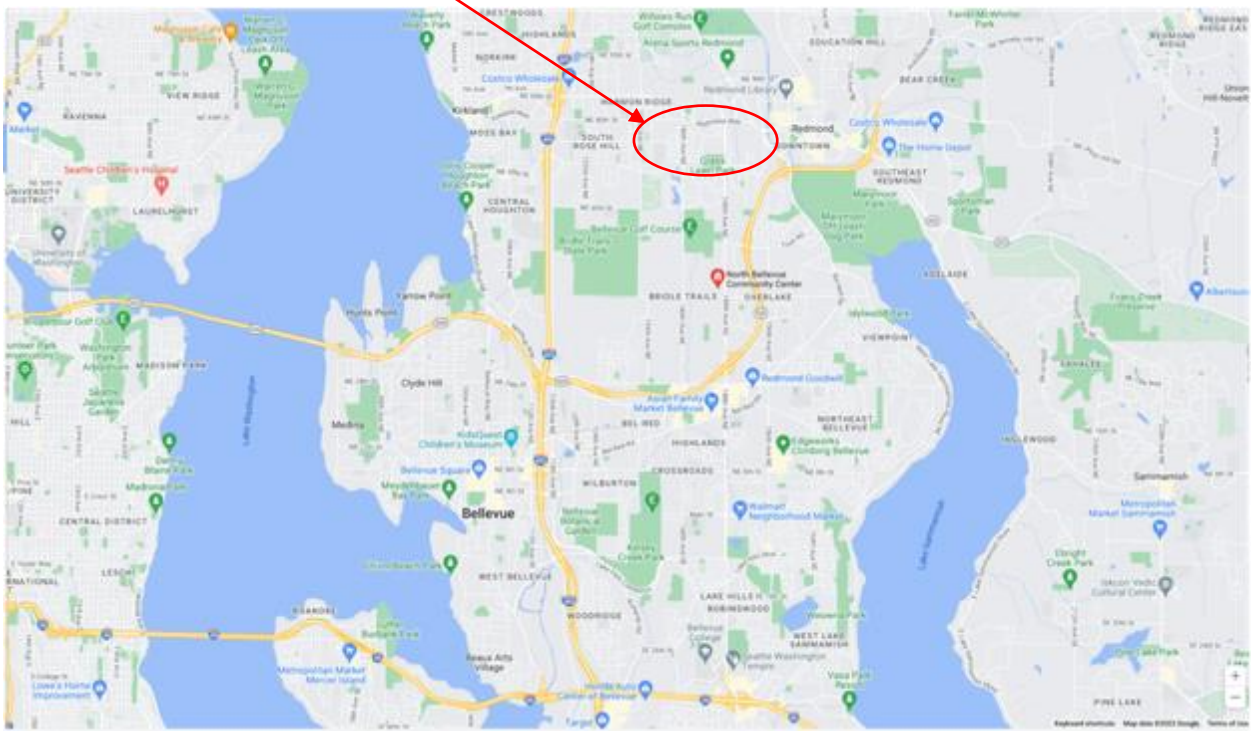
January 10, 2026 **February 7, 2026** **March 14, 2026** **April 11, 2026**

Next Meeting: January 10– 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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