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In This Issue

Lemons to Lemonade

Over the years I've faced a few medical lemons in my life. It used to bother me, the hassle, the pain and the inconvenience of getting injured and then having to deal with some post-surgery down time and boredom. Recently, with a surgery upcoming, I decided to try a different path.

As some of you know, I had a shoulder surgery a few months ago. This seems like it's starting to become a thing with folks "of a certain age" so I sympathize with anyone having to deal with it. My recent surgery was followed by about seven weeks of downtime/alone time. My wife works still and I was forbidden to drive so I needed to entertain myself somehow. Rather than just sleep through it or just watch lots of TV, I decided to see how many models I could build during my downtime.

I couldn't hold a model in my left hand for more than a few minutes so painting was flat out. But I could move my left hand enough to stabilize the model for construction. My rules for a "build" were pretty simple. Build the kit to the point that I had to start painting and then wait for sweet release from the sling for finishing. Aircraft and cars were out because those require interior painting before much construction gets underway. Figures are usually a pretty simple to build but they are most about lots of painting. Ship builds have tons of tiny parts and rigging which I definitely didn't have the dexterity for. So, that meant armor builds. (*Editor's Note: And he is a better person for it! When are the review articles coming?)*

I started with Takom's Jagdpanther from their relatively recent "Blitz" series. These are really nice kits, that look more like they came from Tamiya molds that Takom. The hulls are simplified so the suspension is all fixed, but they still have great detail, using lots of slide molding. I already built their Panther G kit and it went together very easily. The Jagdpanther was just as easy. The upper and lower hull go together easy-squeezy and then it's just adding parts. One of the neat features of the Blitz build kits (or at least the Panther based ones) is that all the road wheels of a specific layer are connected together with curved tabs. These ensure that all your wheels will end up in a smooth, straight line. When it comes to painting them, I expect this arrangement will also speed up that process as well.

Next on the list was Amusing Hobby's KF51U Panther. This is a modification of AH's KF51 Panther with the difference being a bigger, wider turret and a few other details. AH kits seem to focus on more obscure armor vehicles, some of which are prototypes. The KF51 Panthers are modern prototypes based of the extremely successful series of Leopard II's. This kit also went together very nicely, with the kit being made up of a few very large pieces and then a number of smaller details. The torsion arms are separate pieces so they can be articulated

if you cut off the alignment tabs. The kit turret also has an openable panel with tube launched drones. Unlike the basic KF51, this panel opens directly into an automated anti-aircraft gun, so that seems a odd. On the KF51, the panel opens over a portion of the turret that is free of any obstructions. I just had a couple of complaints about the kit. One is that there is an open area on either side of the nose of the hull, that most definitely shouldn't be open. I filled these in with small pieces of sheet plastic. The other issue is the track links which are multiple pieces for each link. Multiple small pieces of plastic that have to be glued together to make working links? Nope, it was an aftermarket track for a Leopard II for this model.

The third kit was also an Amusing Hobby kit, but this time the STRV-103, better known as the Swedish modified version of a British Centurion. Jim Bates got me interested in Centurions a while ago and I now have a bunch in my collection. This seemed like an opportune time to try this one. This kit seemed very different from the other AH kits I've built. Fewer large parts and a plethora of small parts. Even if my arm hadn't been in a sling, some of them were so small they would have been a challenge to deal with. In the sling, they were rather more troublesome.

BTW, this was the first time I tried gluing PE parts to plastic using Tamiya Extra Thin cement. I couldn't believe how simple and effective this approach was. I'll be using this on as many PE-to-plastic parts as I can from now on. Lastly, AH threw me one happy surprise with this kit. Rather than having to glue up multiple pieces for each track link, this kit came with some of the nicest snap together track links I've ever used. They went together so easily that I think I got both runs of tracks put together in about 40 minutes. The really trick part of this kit is yet to come though, as this model will be seen in the complex "splinter" camo the Swedes like to use.

Continued on Page 32

Don't Forget: Starting July 12, meetings are on 2nd SUNDAY of each Month

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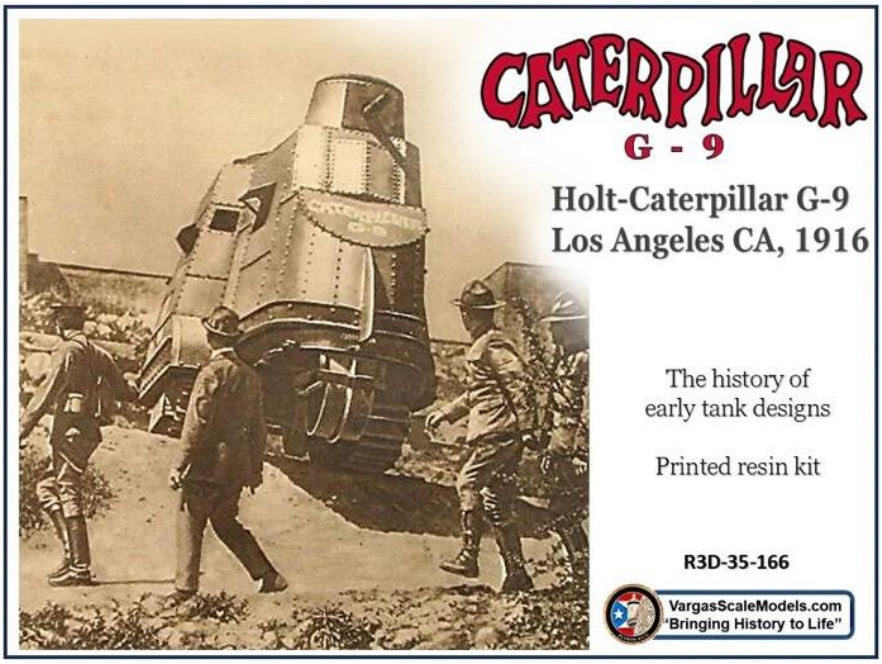
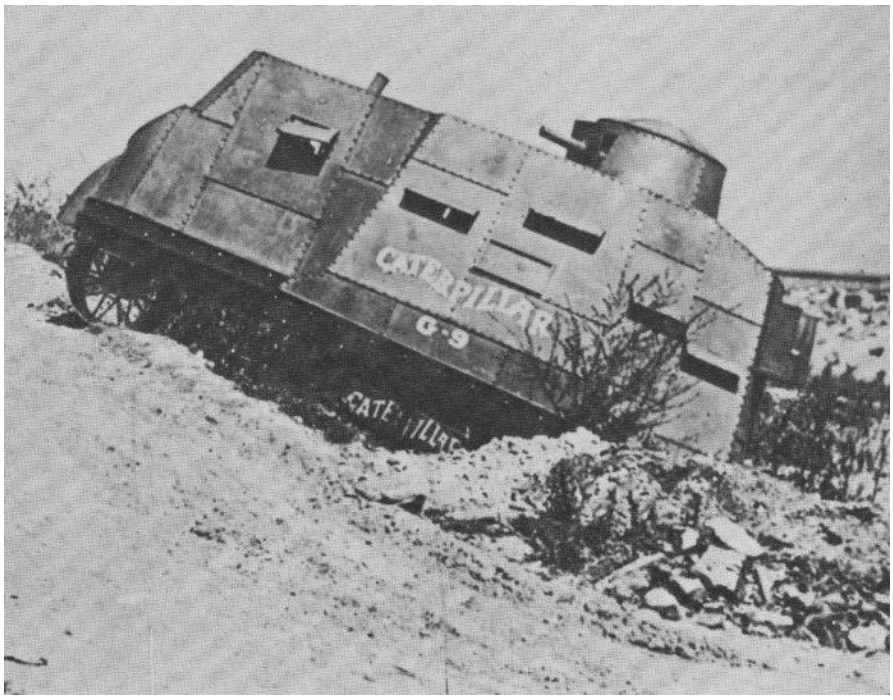
1916 Holt-Caterpillar G-9 by Vargas Scale Models



By Dave Hansen

When is a tank not a tank? It's when the machine in question is the Holt Caterpillar G-9, a great clanking piece of fiction dreamed up by the noted American newspaper publisher William Randolph Hearst. Better to call it a Large Riveted Object. We owe its existence as a scale model to Vargas Scale Models, whose 3D printed offerings tend toward the obscure and forgotten.

How it all began . . .
According to the Tank Encyclopedia website, the G-9 was conceived in 1916 to take part in a climactic battle scene that was part of a movie serial called 'Patria.' The 15-part film was produced by Hearst at his Wharton Studios in New York, with later shooting taking place in the Los Angeles area. The plot was loosely arranged around a combination of Japanese spies and Mexican evildoers who were planning an armed conflict in the United States. A portion of 'Patria' has survived and you can find it on YouTube, although the conclusion of the series and the footage that included the G-9 has been lost.



The superstructure of the G-9 was made of wood and sheet metal, with wooden pegs simulating rivets. It was fitted on and around a standard Holt 75 Caterpillar tractor. It was a top-heavy combination, which led to its loss in March 1917, when it rolled over on a bank and was wrecked. Never really meant to fulfill the requirements of a tracked vehicle capable of surviving the European battlefields of World War I, it was only a prop in a long-forgotten film. Its existence is recorded only in a few murky photographs.

The model . . .

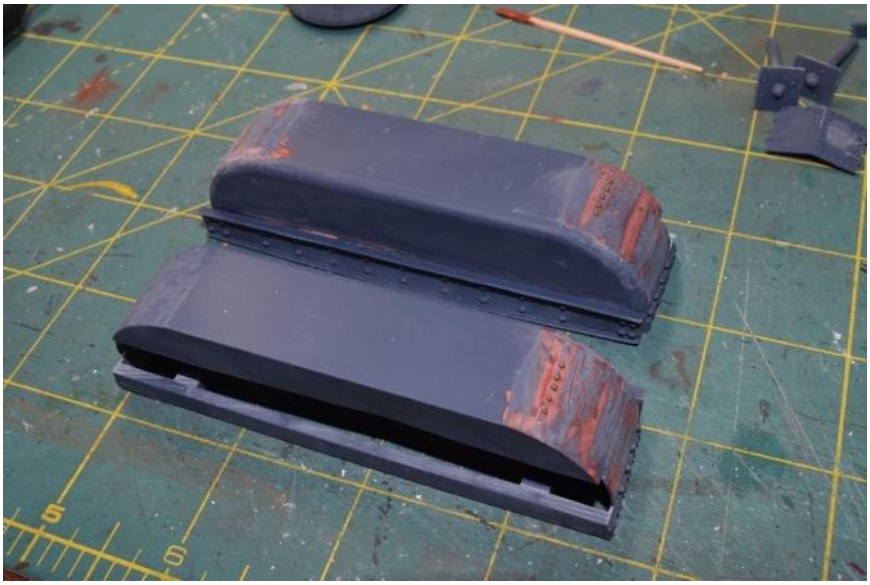
The kit comes in a sturdy cardboard box. Inside, the dark gray parts are sealed in plastic bags and cushioned with bubble wrap. Despite the careful packaging, one of the fender pieces was cracked in several places, however the damage was easily repaired with a little CA. Instructions are limited to four illustrations and that was enough, given that there are not many parts that need to be assembled. My kit contained two small turrets, although only one is necessary. As is typical with Vargas kits, no markings are included.

I was impressed with the size of the single-piece hull and thought at first that it must be at a scale much bigger than 1:35. But no; it scales out to about the size of something you would need to cover a Holt Caterpillar tractor. However, it is too narrow across the running gear: the hull at that point should reach the outer edge of the fenders. Instead, the fenders extend beyond the hull. The kit includes a plate that covers the length of the bottom of the hull. The plate is a fictitious element since the whole interior of the prototype, bottom included, was taken up by the tractor. That said, the plate provides the necessary function in the kit of keeping the hull sides together, and who is going to look at the bottom anyway?

One of the many questions surrounding the actual G-9 has to do with access. Looking at the few non-too-good photographs of the real thing, there isn't any apparent door – no signs of hinges or handles that might suggest an entry for the driver. Vargas has resolved that issue by providing a large, hinged panel on either side. Not accurate but satisfying to see in its own way.

The hull shows the fine lines that seem to be characteristic of much 3D printing. The lines are prominent on the rear half of the hull but are largely absent on the forward portion. In some places, these lines are overlaid by other lines running at angles to further complicate the appearance of which should be untextured panels.

The build . . .

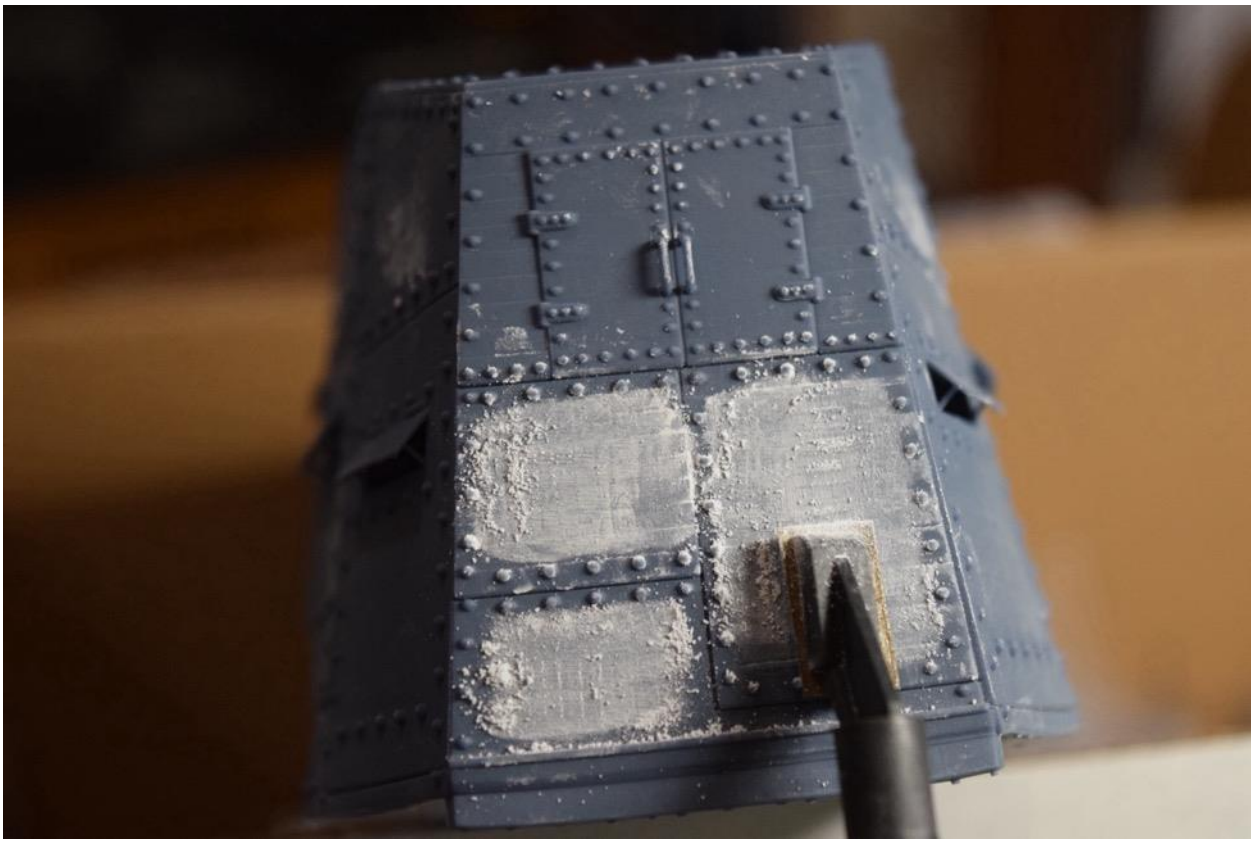


I began by separating the parts from their supports, a job that only took about 20 minutes, thanks to the small number of parts and the limited caging involved. Usually when I do this process, some part goes flinging off into who-knows-where, never to be seen again. I am happy to report that this time I lost nothing.

There were no assembly difficulties and only limited clean-up was necessary.

But I did want to do something about the print lines. Some builders say that a simple primer coat will hide them but I have never found that to be the case. I used automotive glazing putty where the lines appeared on the fenders; they were separate parts and the fix was quickly accomplished. The lines on the hull were another matter. They were on individual panels and surrounded by rivets; it would be a tricky piece of work to sand in those confined locations.

As it happened, not long before I acquired the G-9 kit, I had bought a mini-sander from DSPIAE. It features a selection of very small heads that can be fitted with pre-cut pieces of sandpaper in varying grits. I hadn't used it much and the Vargas kit was the perfect opportunity to give it a workout.



And it was successful, to a point. I could only sand up the rivets, and in some places the print lines extended through the area beneath the rivets. I thought about removing the rivets (which I felt were over-scale anyway), sanding things down, and then replacing the rivets but I didn't want the project to get bigger than it really needed to be: after all, the G-9 was a pretend tank whose ignominious end came when it turned upside down when it encountered uneven ground. This was one project where I wanted to keep it simple. Also, the sander tended to bounce along the surface and it took some time before I developed a successful technique for its use.

I primed the model with Mr. Surfacer 1500 in a rattle can and used Tamiya XF-49 Khaki for the color coat. When dry, I sprayed it with Future floor polish and then applied a wash of raw umber to give it the appearance of wear and hard use. The wash revealed print lines that I had not noticed before; at that point, I didn't want to go back to another fill-sand-repaint process and I accepted them as they were. Vargas kits do not include decals, however after-market decals are typically available from Decalcomaniacs via Ebay, but not for the G-9. The decals on my build of the model were custom ordered from FFSMC in France.

And in conclusion . . .
It was fun, like modeling should be. The build was quick and I am pleased to have it perched on the shelf with the real tanks in my collection. There are shortcomings -- the persistence of print lines, the too-narrow hull, and it sits a little low on the running gear -- but I can live with them for this subject.

When I bought the kit, I thought it might be possible to fit it over the Roden model of the Holt 75 tractor, resulting in something that would truly be faithful to the prototype. I didn't have the Roden kit in the stash to see if the two might be successfully merged, and in the desire not to make things more complicated than necessary, I dropped my first idea and decided to build it out of the box. However, one European modeler accomplished the same intent by scratch-building a G-9

around the Roden tractor. With a panel removed, the tractor is visible, successfully portraying the unique story of the Holt Caterpillar G-9 – not a tank but a Large Riveted Object.

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ResKit Models
AGM-130C missiles (2 pcs) (BLU-109 warhead) with AN/AXQ-14 data link pod kit (#RSU48-0544),
AN/AVQ-26 Pave Tack kit (#RSU48-0446):

By Bob LaBouy

Product Links
Here
Here

Background about ResKit:
Reskit products are designed and manufactured in Kyiv, Ukraine. founded in 2015. the company produces high-quality, detailed resin aftermarket parts, engines, wheels, and conversion kits for scale model aircraft, armor, and dioramas. despite the ongoing war, they continue to produce and ship their products from Ukraine.

History notes:
There is a considerable amount of information regarding these two systems, and I feel some place for further research is needed. Here is what I recommend for each:

PAVE Tack

AGM-130 Missile

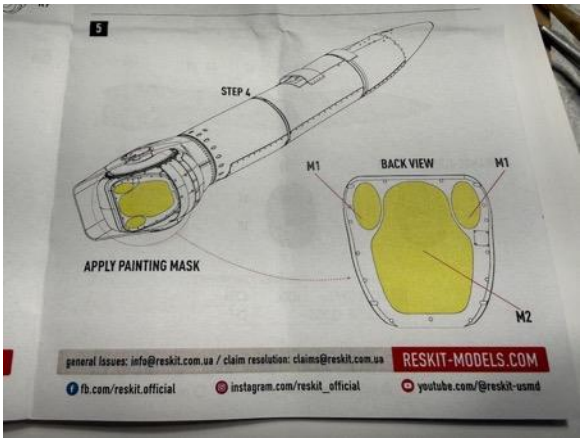
Kit Reviews:

AGM-130C missiles (2 pcs) (BLU-109 warhead) with AN/AXQ-14 data link pod kit (#RSU48-0544):

Product description:

This review is *two separate* ResKits, though they are closely related in their real-world usage. However, I'll attempt to outline which of these after-market kits are which. I should also mention there is an Eduard Brassin kit for this same weapon not nearly as detailed a precision a replica, which is quickly evident especially in the surface details. While this kit is shown for the pylon for an F-16, F-15E and F-111, I believe you'll also find photos showing it mounted on other aircraft as well.

Beginning with the AGM-130C missiles (2 pcs) (BLU-109 warhead): You will find a beautiful and well-engineered kit containing a four-page color instruction sheet, seven 3D printed assembly sections, a 3D clear section and a small, highly detailed decal sheet. I am a total newbie to the 3D process, including which adhesives to use when putting these pieces of the 3D resin together. Consulting some of our local IPMS Seattle Chapter members, I was recommended to use black CA. This can bond plastic. It's designed specifically for non-porous surfaces including plastics, and features rubber-toughened formulation for added flexibility.



This is another rabbit hole for me and what I found: I used my usual quick Amazon review to find a source for 'Black Cyanoacrylate', and I ordered two small containers, one from a previously unknown (to me) company, Alecpea and the well-known Bob Smith Industry. While the later required six days to fulfill the Alecpea was delivered the next day (with Amazon Prime). I have used the Alecpea product (product: 20g 'medium-thick 500 CPS black' CPSCA5008 with 40-60 second bonding) and found it to be great. There are two other advantages with the Alecpea bottle (aside from the larger bottle), it comes with six small removable tiny tip sections and small tip piercing needle which results in an open tip before each usage. The prices were $6.99 (2oz) & $14.75 (1oz) respectively.

AN/AVQ-26 Pave Tack kit (#RSU48-0446):

Beginning with the Ford Aerospace **AN/AVQ-26A Pave Tack Pod**: You will also find a beautifully engineered kit with a four-page color instruction sheet, four 3D printed assembly sections, a separate nose cone and 3D clear section and a small, detailed decal sheet. While this kit is shown for the pylon for an F-4, I believe you'll also find photos showing it mounted on other aircraft as well.

I am quite impressed with this kit. The surface detail which contains a lot of surface rivets appears to be accurate in appearance and true to scale.

I also found the accuracy of the molding requires extra attention, especially that relating to the very tight tolerances. I found the inner areas of the 3D surface could only be matted after I had filed the inner and outer ring surfaces. Then the connecting pieces fit tightly; both the connecting pieces of R10 (in step 1) (into parts R2 & R1), and R11 (in step 2) (into parts R3 & R4).

Additional caveats:
(1) **Black Cyanoacrylate** - when working with the black CA, I discovered is a very permanent black, which I found to be impervious to every thinner I used and almost impossible to remove. I suggest using It with rubber gloves to avoid the resulting black stains left where ever this CA is employed.
(2) **Decals** – I want to mention several aspects of the decals provided in both kits. The registration is spot on, with so many details given, they are hard to believe. Regardless of how you remove them, for the most part they are very tiny. An impure thought or motion will cause you to lose them. I experimented with both room temperature and warm water; they floated off with no resistance. My other problem was that they are very thin and easily broke with moving even with a wet brush.

Painting Outline:

Mr. Surfacer 1200B-515 Surface preparation

Real Color paints I used:
RC 024 Olive Drab Faded
RC 025 Dark Olive Drab No. 31 USAAF
(in application, there is very little discernable difference between these two colors)

No pin wash is used, as these external stores are almost always seen only in their pristine, freshly painted condition.

I then applied a sprayed overcoat of Alclad II Lacquer's Aqua Gloss Clear (#ALC 600).

Followed by a final sprayed coat of VMS's Varnish HD Matt Top Coat (# VMS.AX05M), which produces a great matt finish.

Recommendations:

As you can see from previous notes, I strongly recommend these two kits – they are both great! These two kits will add a significant number of added details to any quarter scale modern jets.

I want to thank the ResKit folks and IPMS/USA for the opportunity to review these terrific accessory kits.

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Song Sung Blue….1955 Ford Pickup

Figure 1. The real 1955 Ford Pick-Up

By John DeRosia

Our Seattle IPMS Model club was contacted a year or so ago (2025) asking if anyone would be interested in building a model of a REAL truck for a person. This person owns the REAL truck and I volunteered. The truck is a 1955 Ford Pick-up. I met Jim – the owner and off I went. The truck was finally completed and was turned over to Jim…finally! LOL. My summer 0f 2025 turned into a 'full time job' of personal home projects.

Figure 2. Real paint (on model) versus the photo color.

Jim supplied me with the kit (Monogram), lots of pictures, and a vial of the REAL automotive paint that was used on his truck.

Construction was pretty much straight forward. In studying the pictures, I ended up sort of making decals of his interior that I could easily put into the model. It took a few tries to scale my version so it would fit okay. I also used tires and hub-caps from a different kit to closely match his truck. I used a different steering wheel from another kit and modified it to better look like the real thing. I am not a model engine guy on average and Jim said he didn't need an engine in this model. Saved by a miracle. Ha.

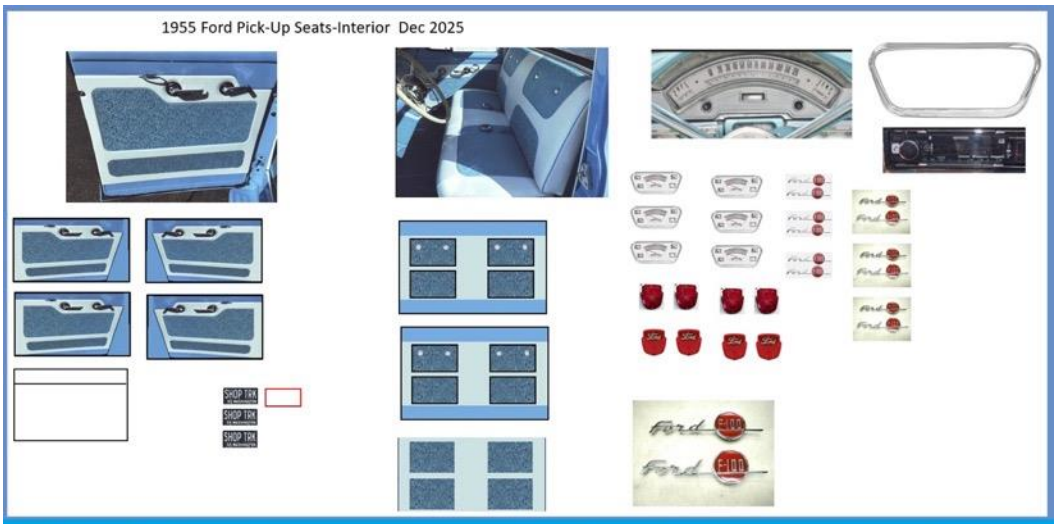

Figure 3. Working with real pictures to make scaled decals for the interior/exterior.

The frame and inside the hood were painted flat black. I also built my famous '2D Engine Outline' made of thin 'For Sale' sign styrene plastic so you can't see daylight through the wheel wells to the other side.

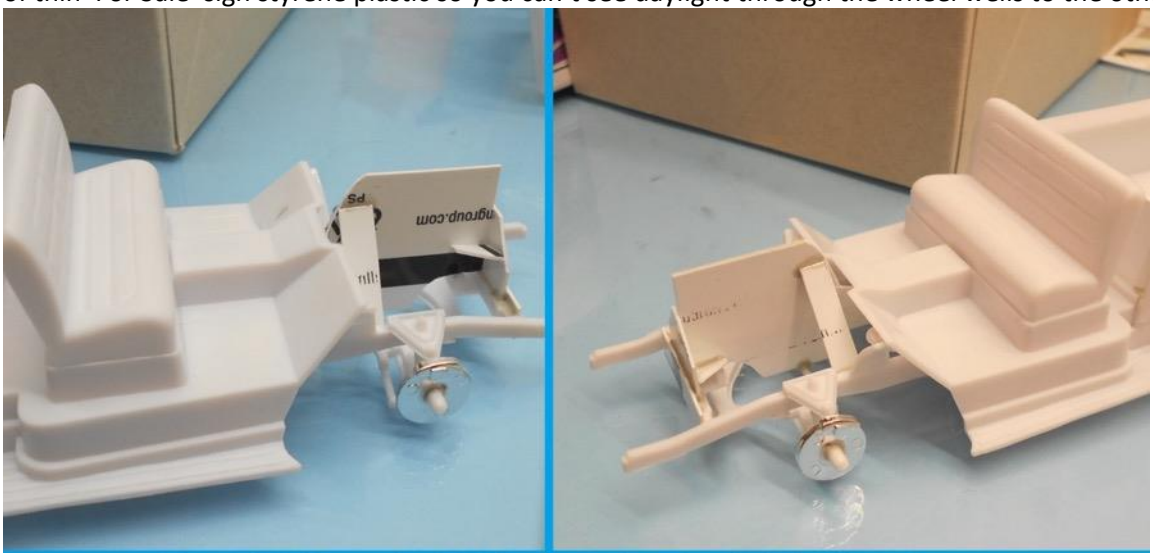
Figure 4. Making a simple '2D' engine to be painted black with the frame.
This prevents seeing daylight thru the wheels from one side to the other.

My biggest challenge came when making decals for the name on the doors of the model. I tried more than 20++++ times to match the truck blue behind the decals – no luck. Home computers and decal paper will not print white. YIKES!! When I brought the model to the January 2026 IPMS meeting, many modelers who make their own decals agreed matching colors is sometimes a big challenge. They agreed the decals still looked good.

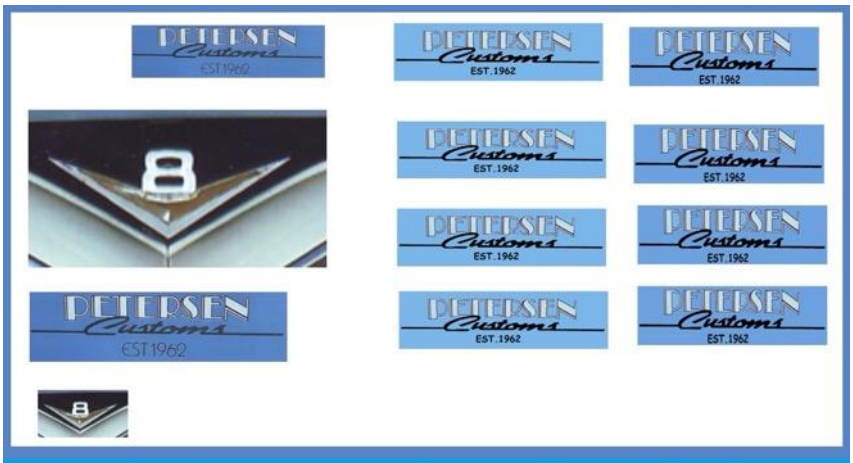

Figure 5. Many attempts were made to match the white/blue letters.

Figure 6. Completed and handed over to the new 'owner'.

I met Jim early in February and handed over the model. He had a huge smile on his face. Sometimes it is fun to build for another person who may not be a modeler. I applaud many modelers who have built models for others, and, or given away their models who like them and could never build something.

Remember what the YouTube HPI Guy says…" Build for You, Have Fun, It's only a Hobby" … Pass on a model if your time and skills can make another person happy….

Figure 7. Completed and handed over to the new 'owner'.

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Revival Auto-Union Tipo C 16 Cylinder 1936/37 & Mercedes-Benz W154-M163 1939

By J. Bankston

During the 1990s, Revival produced a series of classic racing/high performance sports car kits to 1/20 scale and in cast metal and injection molded plastic parts. Two were pre-war legends: the Mercedes-Benz W154-M163 and the Auto-Union rear-engined Type C with its 16-cylinder engine. Previously, these kits had been released by Casadio in the 1970s. The Dr. Ferdinand Porsche designed Auto-Union Type C kit by Revival was reissued in two other forms: a hill-climb version with 4 rear tires (extra traction) and with a streamlined body for the world speed record attempt car built by Auto-Union.

There is a very informative article that deals with the building of these kits on the internet on the Open Wheel Racing Modeling website at this link: Casadio/Revival 1/20 Grand Prix Kits - Pros & Cons | Open Wheel Racing Modeling.

(Editor's note, here is the Scalemates entry. Visiting their website, it is unclear if they are still in business and how to order their kits. While the scale is compatible with most F-1 kits out there, the subjects are unique and would be very interesting to build.)

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Grumman A-6 Intruder Profiles Part 1

Norm Filer

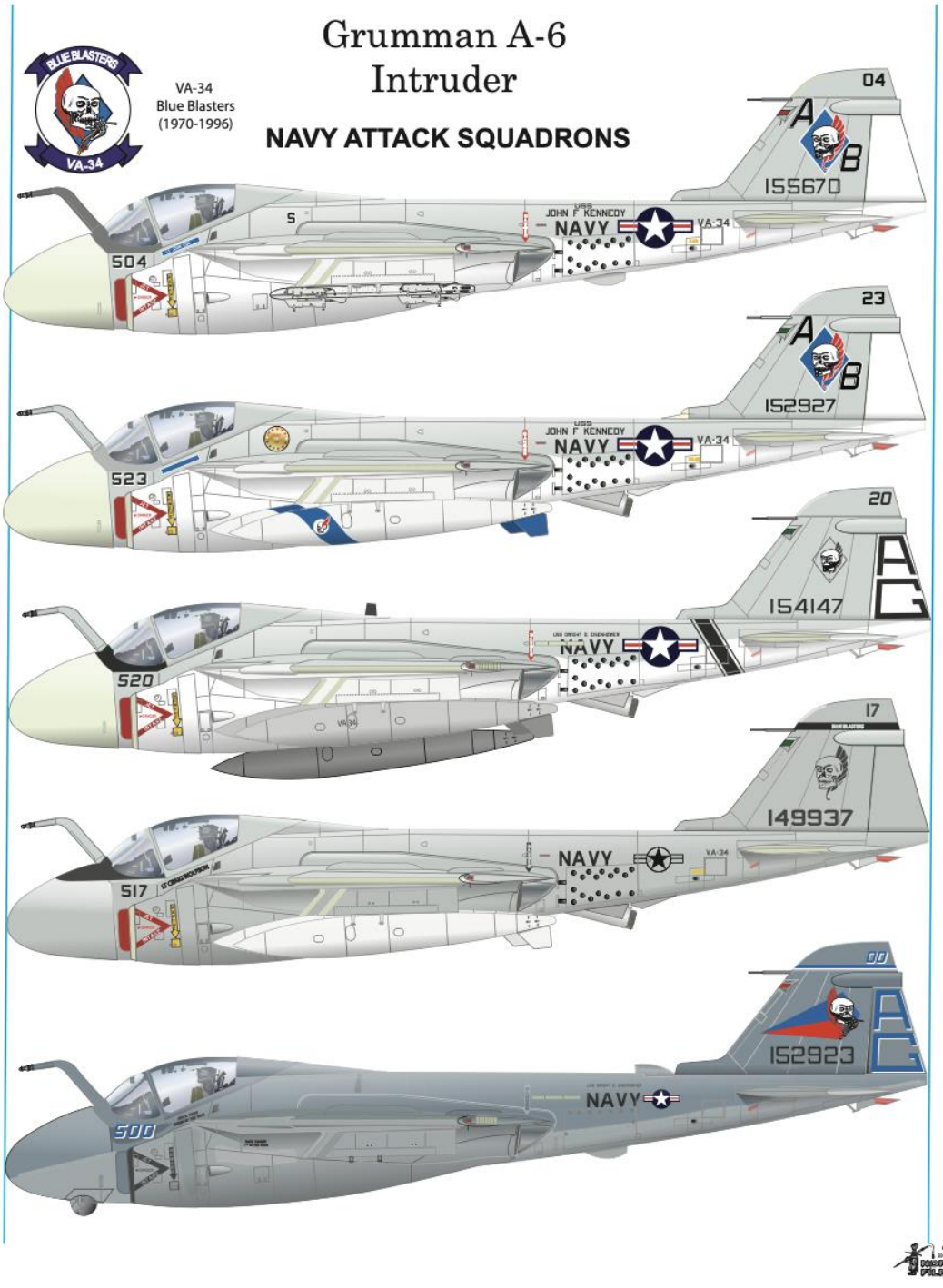
The start of the future Intruder was a request for proposal (RFP) letter released by the Navy in mid-1956. The Korean War had demonstrated that the Navy did not have any strike aircraft capable of night or foul weather operations.

Eight aircraft manufacturers submitted twelve designs in response to the proposal. After evaluating the designs, costs, and production timelines, the Navy selected Grumman in January 1958. The aircraft was first designated A2F-1 and was renamed A-6 Intruder in 1962 under a new designation system.
The A-6 first flew in April 1960. Flight testing is intended to identify and, ideally, correct design problems, and this airframe presented many. The tilting engine exhausts proved ineffective and were removed. The fuselage mounted dive brakes caused problems when deployed and were relocated to the wing tips. And the vertical tail area was increased to improve lateral stability.

Grumman was already deep into A2F-1 production, so some of these changes did not reach the fleet until later. For example, the speed brakes were moved to the wingtips before the fuselage brakes were eliminated. As a result, the fuselage brakes were bolted shut and covered with a perforated plate in place of the original operable brakes. The whole trailing edge of the vertical fin was extended, changing from vertical to slanting from top to bottom to significantly increase to total area to improve stability. Initial deliveries featured a black radome, but it was soon replaced with unpainted fiberglass that ranged from light tan to nearly white or light gray. Later, when lead was removed from the paint, the radome was painted the same light gray as the rest of the upper surfaces.

The Vietnam War had been ongoing when VA-75 flew the first A-6A mission from the deck of the USS Independence on the first of July, 1965. From that point the Intruder squadrons were constantly increasing to the point where there usually were one or two A-6 Squadrons in every Navy Air Wing. The smaller decked carriers, with limited deck space would have only one squadron while the bigger decks would have two.

The last Marine Corps A-6 was retired in April, 1993, and the last Navy A-6 left in February, 1997. Thirty-Seven years of constant upgrades and adaption to new weapons and systems kept it capable of missions that no other Navy or Marine aircraft were capable of flying.



Notes on colors. The Nineteen Sixties were probably the peak time for flamboyant colors in the U. S. Navy. Aircraft with larger vertical tails like the A-6 and the similar EA-6B we saw last month, really took advantage of this. Usually, the design followed the squadron name or some part of the squadron patch. But perhaps being a long way away from headquarters and being busy provided the incentive to really provide some of the really outstanding art. To really cap it off, the Carrier Air Group (later Carrier Air Wing) allowed each squadron to decorate one aircraft with markings designating that aircraft with special "CAG" markings. The "side number" on that aircraft would end in "00". This unique special marking would usually have some form of all the assigned colors of each squadron assigned to the group for that cruise. Check Marks and Stars were frequent, but other methods were often seen.


Grumman A-6
Intruder
23
157002
523
NAVY
VA-35
Black Panthers
(1965-1994)
ATKRON 35
1
NG
152600
USS ENTERPRISE
NAVY
VA-35
501
1
NG
152600
USS ENTERPRISE
NAVY
VA-35
501
VA-35
VA-35
02
N
G
152942
USS ENTERPRISE
NAVY
502
22
A
J
151792
USS NIMITZ
NAVY
VA-35
E
522


Grumman A-6
Intruder
06
NAVY
506
VA-36
Roadrunners
(1987-1994)
31
164382
30
158051
NAVY
530
VA-42
Green Prawns
(1963-1994)
4
AD
VA-42
149941
NAVY
504


Grumman A-6
Intruder
AD
158790
NAVY
VA-42
510
149949
KNIGHT RIDERS
ATTACK SQUADRON 52
VA-52
Knight Riders
(1967-1995)
NH
159895
USS KITTY HAWK
NAVY
VA-52
501
14
NH
155689
USS CARL VINSON
NAVY
VA-52
514
14
ATKRON - 55
VA-55
Warhorses
(1983-1990)
07
AK
161106
USS CORAL SEA
NAVY
507


Grumman A-6
Intruder
VA-65
Fighting Tigers
(1963-1996)
02
AG
158533
NAVY
VA-65
502
13
NL
151825
USS CONSTELLATION
NAVY
VA-65
413
00
AJ
159575
NAVY
500
20
151795
USS INDEPENDENCE
NAVY
VA-65
420
33
AJ
161667

To Be Continued…….

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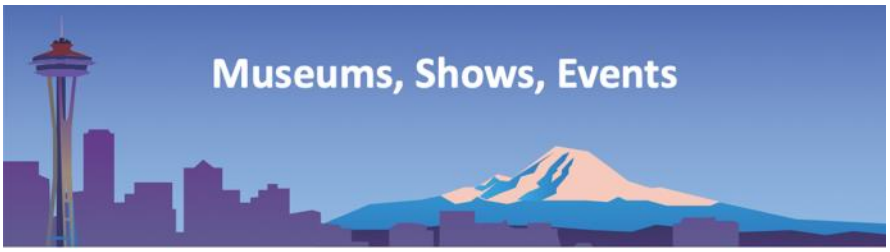

IPMS/Victoria Island 2026 Showcase Model Show and Contest

By Jacob Russell

I traveled to Victoria, BC in April for the IPMS/Victoria Island 2026 Showcase Model Show and Contest. The Show was held at the Archie Browning Sports Centre. I really enjoyed the trip. The weather was agreeable, the venue was roomy and I found quite a few bargains in the Vendor area.

The standard of modeling was high, certainly as high as one would encounter at the Vancouver, BC show or our own (temporarily postponed) show. Quite a few members of the Vancouver chapter were present but as far as I'm aware I was the only member of IPMS/Seattle who attended. I like to think that I represented IPMS/Seattle well: I entered 6 models and 5 of them won awards.

There were 384 contest entries from 91 modelers. I attended this show quite by chance last year and I was struck by how many categories had either only 1 model in them or no entries at all. This year was more of the same: I counted over 25 categories with no entries. The categories were mostly aircraft, ships and armor. Maybe IPMS/Seattle is uniquely blessed in that one scarcely sees categories without any entries at all…

Getting to Victoria takes a while (a mix of driving and ferries), but in my opinion the trip was worth it and I encourage more IPMS/Seattle members to go the show in 2027. Please enjoy the pictures I took of some of the amazing models that I saw!


DYNAREC
JVC
STOKE
FORM
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H3


206
VF-84
USS INDEPENDENCE
NAVY
1492
206
206


METROPOLIS
CONTEST ENTRY FORM


cameras overtop of the
tables


28
28
ENTRY FORM
H7
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UM
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313


3
3
FORM
B 5


H.M.C.S. MAGNIFICENT
EXERCISE MAINBRACE
SEPTEMBER 1952

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In Memoriam: John Frazier

By Bob LaBouy

When it comes to great modelers, few have touched the scale modeling community as did John Frazier. John passed away on May 4th in his 96th year.

First and foremost, John was a devoted husband, family man and Christian. John and Marion Frazier were married in 1949 and were the very proud parents of seven children, nine grandchildren and fourteen great grandchildren.

As a self-trained and educated machinist, he began work in 1949 with American Can Company through 1976 and later moved to the University of Washington where he designed, fabricated and machined parts for experimental tools and devices from 1976 until retiring in 1992.

John wasn't a flashy modeler, yet he was always ready to explain how he had constructed a model, or how he achieved his painted finish for a model in his collection. All his models displayed his exceptional machinist skills and extreme level of perfection. Whenever you were able to discuss individual aspects of his progress or completed models, his careful attention to detail was evident. He used that same 'super detailing' skills throughout his modeling, often turning brass and steel to create very small drill bits, small devices and assist those of us with lessor skills.

In personal life, he always demonstrated a keen sense of humor and was warm and inviting person. When you met John, you became a friend for life. During one of the last Seattle IPMS Chapter meetings, I introduced John as a '*new member*' which he got quite chuckle out of as he had not been able to attend our meetings for some time (and was a Chapter member for at least fifty years).

We will miss John Frazier and all the things he taught us. He helped us become better modelers with his amazing skills and most of all, his enduring friendship.

This is image is of his pride and joy: the Tamiya Fairey Swordfish

A wonderful memorial service was held in John's honor at Saint Barbara Church in Black Diamond on 23 May 2026.

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A Message from the President (Continued from Page 2)

Number four on the list was Takom's M48A5. This was a late model M48 with the 105mm gun built specifically to be an export model. I wanted to build this one as a Norwegian model so, another Nordic splinter paint scheme. This kit was very "Takom", with lots and lots of parts everywhere. It went together pretty well, but there were some trick assemblies which the instructions did not illuminate well, in my opinion. One thing the kit did not include is the Norwegians use a linear bar on the forward part of the turret to mount their smoke grenade launchers. These pieces were not included in the kit so I had to purchase some aftermarket items. I also purchased a set of aftermarket tracks as the kit tracks were the complex multi pieced tracks that I love so… no, I do not.

Model, the fifth was an older Dragon WWII Panther Ausf D. The kit wasn't too difficult to assemble, a bit of warpage in some of the parts was mildly challenging but overall, not too difficult to deal with. The main feature of this kit was I wanted to model a D model with Zimmerit. This is the curios ridged paste that the Germans applied to many of the armored vehicles to hinder magnetic mines from being attached. I've tried a number of different approaches to adding Zimmerit to a model and by far my favorite is the resin Zimmerit sheets from ATAK. This Polish company makes all different styles of Zimmerit custom shaped to fit specific manufactures rendition of the major German armor vehicles. The fit is great and it adheres nicely with superglue. I may have to try Tamiya super thin on this at some point, but I don't know how well it would hold up where the Zimmerit sheets wrap around a curved edge.

Into the home stretch, my sixth model was another Nordic number, this time Academy's CV90-30 Mk1. This will also be a Norwegian scheme so again, splinters will apply. This kit also featured some very small parts that glue up into very small assemblies. I almost lost a couple of these small assemblies to the carpet monster, but I found them, fortunately, before crushing them underfoot. This is a small kit with not too many parts so it went together pretty quickly.

With my release from the sling imminent, the last model I tackled was an AFV Club YPR-765. For those not familiar with this vehicle, it was the losing competitor for the vehicle that became the M2/M3 Bradley. It looks like (because it is) a modified version of an M113 APC, with a bunch of angled roof pieces. The US Army was not interested but several other countries were interested and several export orders were made. The version that I am building is included in the kit instructions/decals. It's a Dutch vehicle that was gifted to Ukraine, with a NATO tri colored scheme and some significant Ukrainian markings added. It's a good thing I waited 'till last for this build as it required more dexterity than any of the previous kits. Both sides of the hull were warped to the right about 20 deg. Oddly it wasn't obvious at first (or, more likely, I'm not very observant) but it became very noticeable when I went to glue on the back of the hull with the crew door in it. The lean was prominent and persistent. I had to glue the base of the backplate to the bottom of the hull and then clam the side to a table to get the back & side to like up. That was first glued with Tamyia extra thin and then reinforced with superglue. Then I flipped the model over to clamp the other side and repeat the process. The roof piece was superglued in place from the start. This version of the vehicle features a raise platform which AFV Club has reasonable chosen to replicate with two frets of PE and one sheet of plastic mesh. Lots of hull painting will be required before the top PE platform can be added so the build stopped at this point. This kit was a gift from my good friend Pei Chi. Despite the challenges, it was still a fun build so "Thanks Pei!".

Anyway, that took me to my last week of being stuck in the sling. The surgeon gave me the go ahead to go with no sling, in the middle of the YPR. Good thing as that was challenging. Building didn't quite make up for being stuck home alone, but it sure made the process less painful… uh, boring. Seven builds in seven weeks are better than I think I've ever done, even as a kid. Of course, now I need to paint them, and that will probably take a while longer. Oh well.

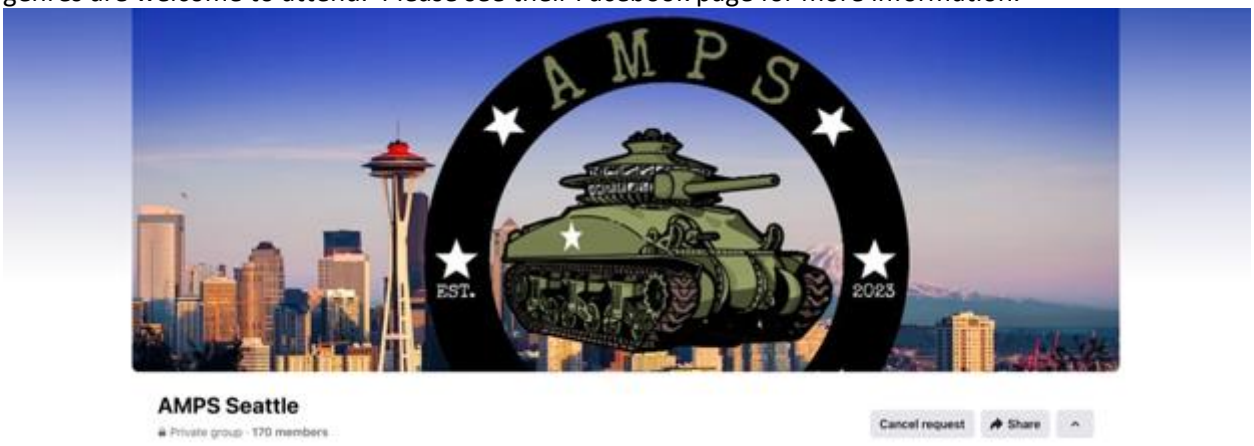
I hope you all the best of health and best of building. Have a great June! Mike

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 2026 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.

June 13, 2026 **July 12, 2026*** **August 9, 2026*** **September 13, 2026***

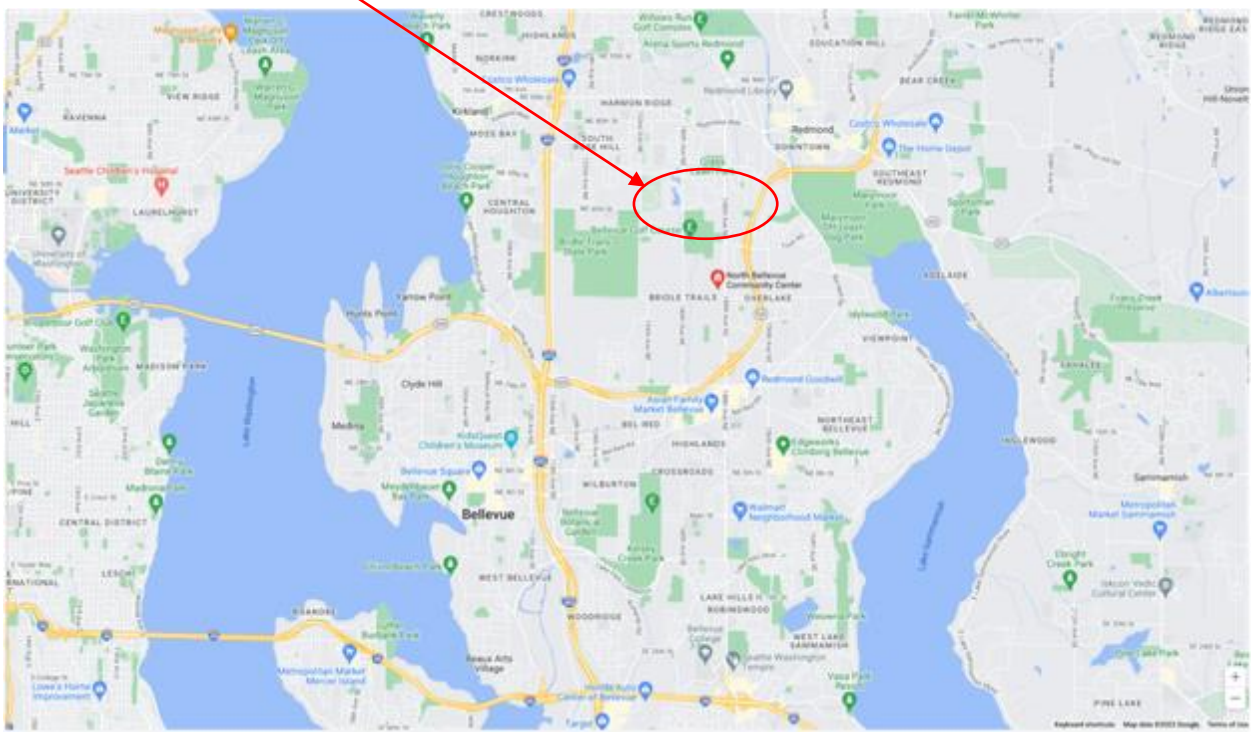
Next Meeting: June 13– 10:30 AM to 1:00 PM

***Note: These are the 2nd SUNDAYS of the month at 12:30 PM to 3:30 PM. As per Mike's note, starting July 2026 through the end of the year, meetings will switch to the 2nd SUNDAY of each month at the new time of 12:30 PM to 3:30 PM. Same location as below. 2nd Sunday of the month, 12:30 PM to 3:30 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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