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DECEMBER 1992
I.P.M.S. SEATTLE NEWSLETTER

DECEMBER MEETING REMINDERS:

This month's meeting will be held December 12th, 10:00 am, at the Bellevue Public Library as usual. As mentioned by Keith Laird at the November meeting, the December event is usually accompanied by a small "feast" of goodies for the stomach. Those interested in whipping up a batch of cookies, or bringing in some pop or coffee, please feel free to do so. The cups and napkins will be provided by the Club. If someone is going to bring the coffee maker and ingredients, please give me a call at (206) 522-3539, so we can scratch this important item off our list. This effort on the provider's part would be MOST appreciated. There is no point to bringing coffee cups if no one is going to provide coffee.

JUNIOR'S A-7 PROJECT: those Junior members who volunteered to build a 1/72nd A-7 kit provided by Keith Laird should have them ready for the December meeting. We have some VERY nice aircraft model prizes for ALL those whose model is completed and brought for display. These prizes will then form the basis for another Junior project. I encourage all those who took a model to have it along for the December meeting. If you like these sorts of projects, it is up to you to participate fully to insure their continuation.

LUFTWAFFE PROJECT: Terry Moore has informed me that all the kits for this project were distributed at the November meeting, and the names and phone numbers of those participating have been recorded. As a reminder, the models must be ready for the March meeting, and the kits will be collected together for entry on 10th April 1993 under IPMS Seattle's name at the Recon VII Contest: Group/Chapter Category. Also in this category will be the excellent work completed for the B-17 Project.

SALES ON LIBRARY PREMISES: we have received a complaint of sales taking place at the last two IPMS Seattle meetings. Since we have yet to find a suitable replacement sight for the Chapter's current meeting place, the Executive has made the decision on the Members' behalf to protect our meeting room privileges at the expense of Members hobby purchasing requirements. The main complaint is of organized sales, versus an occasional small transaction between one individual member and a couple of others. For those members who have only joined IPMS Seattle in the past year or so, a short history. The arrival of semi professional vendors at IPMS Seattle meetings is a recent happening. Traditionally, members with something to sell would bring in some kits to help in a little "house cleaning". On the whole the big model clearance event occurred once a year at the Chapter's annual kit auction. This event served two purposes: 1/ Helping members dispose of unwanted kits; 2/ help the Chapter raise funds. However, there was no kit auction in 1992, for two reasons: A/ the previous two years' auctions had been poorly attended. Too many kits chasing too few dollars. Secondly, the auction did not run itself. It took some organization, and most of those willing to exert themselves to organize were working on the National Convention. There was neither the interest from the Members for an auction, nor the organizational skills available. Besides, we now had full time vendors to fill our needs.

And it is the "professionalism" of the new vendors that rubs many, especially the library, the wrong way. No longer is it a couple of kits once in a while. It is now large numbers of kits, every meeting. It is now a business, in short. And out of IPMS Seattle's 85 members, there are only three of these type of vendors. One of these people has already voluntarily agreed to stop the "mass selling" in the interests of the Chapter holding onto its Library rights. The decision has to be made

once and for all: what do the majority of the members, old and new, value most: A/ access to cheap kits; B/ a convenient spot to hold our meetings. The ploy of allowing the vendors to bring into the meeting a "few" samples has achieved one noticeable improvement: the noise levels at the meetings have declined, and space problems have declined. However, turning out to the parking lot in large numbers to have a "trunk sale" does not cut it with the Library, and isn't that smart either. Which do you think the Library staff notice more: large numbers of people crowding around a vendor table in a closed meeting room, or large numbers of people crowding around an open car trunk in a parking lot? Funnily enough the later happened to attract the notice of Bellevue Police officers in November, who luckily for the vendor actually ended up being interested in models themselves.

In sort then, we will discuss the above matters at the December meeting. We will endeavor to hear from all sides of the debate in a friendly atmosphere, in the efforts of working out a solution to our little dilemma. Whatever the outcome of the discussions, the verdict will be vigorously enforced in the interests of the majority of the Chapter's Members.

1993 CHAPTER DUES

The \$12.00 per year dues charged in 1992 (\$8.00 Juniors) were perfectly adequate in 1992 to cover the costs of the Newsletter, the Chapter's only major yearly expense. Donations to help cover the expenses of Model Contests such as the Vancouver, B.C. show and the Museum of Flight show were raised from voluntary donations. Therefore, with no postage increases on the horizon to boost costs, 1993 dues will remain at the 1992 level. These dues will be collected at the January meeting. Those unable to make this meeting, please mail your check to: IPMS Seattle, 3209 N.E. 98th Street, Seattle, WA 98115. Please make your check payable to "IPMS Seattle", noting "1993 Chapter Dues" in the details space.

1992 IPMS/UK NATIONAL CONVENTION AND MODEL SHOW

Andrew Birkbeck

Having the good luck to attend this event, here is a brief report. The event was held at the Castle Donnington Exhibition Centre, located in the English Midlands. The venue was located in the country, surrounded by rolling fields. I am sure it would have been very picturesque had it not been winter. The weather was bleak: cold and damp. However, the Exhibition Hall was warm and well lit, so once out of the elements, the visitor was physically comfortable.

The overall dimensions of the Convention were much larger than the IPMS Nationals held in Seattle. The events took place as well in one giant rectangular hall. Space wise, the event was maybe one and a half times larger than the Seattle Show. This said, the UK model contest was half the size of the Seattle show, and there were fewer numbers of vendors at the English event than the Seattle one. Where the difference lay was in the displays at the IPMS/UK event put on by the various Clubs/Chapters and Special Interest Groups. If you combined the models brought by the Chapters and SIGs with those entered in the Contest, then there were more models at the UK event than in attendance in Seattle.

The best of the SIG displays were in my opinion those put on by the Post WWII USAF SIG, the Arab-Israeli War SIG and the Fleet Air Arm SIG. The first of these had a large display consisting of one or more 1/72nd scale models of most of the aircraft flown by the USAF since 1945. These were nicely lined up in three long rows, wing-tip to wing-tip. All the models were built to a uniformly high standard. Nothing fancy, but taken together, very appealing to the eye.

The Arab-Israeli SIG display won the "Best in Show" award, and deservedly so. The display was very professionally put together, with

models in 1/35th and 1/48th showing all the major aircraft and armored vehicles used by Arab and Israeli forces during their years of conflict. All the models were very well built and detailed, including a number of major conversions. The models were very attractively displayed over a large area, with numerous graphic displays to go along with the models. Finally, there was the Fleet Arm SIG. While in no way as well displayed as the previous two examples, the sheer number of aircraft was impressive. Every major variant of machine flown by this Arm of the British military, 1946 - 1991, which consisted of no fewer than 50 models!!

The Exhibition's Model Contest, as mentioned, was much smaller than our July Nationals. At a guess, there were maybe 600 models at most, versus over 1,100 for the Seattle show. Overall the UK show did not produce the quality of models exhibited in Seattle either. In this viewers opinion, there were no "spectacular" models exhibited at the UK Nationals, whereas I could easily list 20 that appeared in Seattle, from the monstrous German Stug III SPG by David Fletcher of Tuscon, AZ to the beautifully done FE2B WWI aircraft by Joe Zappa of Oregon. One of the reasons for the lack of exceptional models was undoubtedly a rather interesting IPMS/UK Contest rule: no one who judges can enter the Contest. In the USA, you can enter any category while acting as a judge, but obviously you can't judge a category you are entered in. Since one would expect that the judges at the National Level are also some of the IPMS's best modelers, not allowing them to enter the National Contest tends to water down the quality of the models.

Another reason that let a number of models down at the UK Nats was that "final finishing touch". The perfect example was the gentleman who entered the scratch-built 1/32nd scale Westland Wyvern S.4. One of my favorite aircraft, the builder of this model had spent two years in completing the project. The cockpit was beautifully super-detailed, and there were many functioning parts to the model including working contra-rotating prop and folding wings. When I first saw the model, I was perhaps fifteen feet from it, and literally ran up to have a closer look. This was the model's downfall, for it had been painted by brush rather than airbrush, and you could see brush stroke marks all over the place. Aaaaughhh!!!! Superb construction craftsmanship ruined by faulty finishing.

The vendors at the IPMS/UK show naturally consisted almost entirely of British vendors. New kits were thin on the ground. For me, Aeroclub's new 1/48th scale BAC Lightning series was very impressive, consisting of vacuformed main components and injection plastic and cast metal detail parts. The kits look fairly straight forward, and have excellent decals and instructions, the former via Dick Ward of Modeldecal. I had the opportunity to see all three Lightning kits (F.1a/2, F.3 and F.6) in built-up form, and they looked very nice.

For those who like me believe the best cottage industry firm is one that produces parts to improve existing kits or produce different Marks of kitted aircraft etc, you will be pleased to hear that DB Productions is back in business. This firm produces some of the best resin conversion sets in the world, and outside the USA, they are reasonably priced. The first in their new releases: Avro Lincoln conversion; Boeing EC-18B 'Aria' conversion; Boeing E-6A and E-8A conversions, and finally a set of beautiful Lockheed Constellation engines. All the above are in 1/72nd scale to fit existing kits. Early next year this firm will produce conversions to turn the Matchbox Victor Tanker kit into the Victor bomber, and the Airfix Vulcan Mk.2 kit into a Mark 1.

For armor modelers, Accurate Armour of Scotland was on hand to show off their latest releases. Talking with Derek Hansen, the owner, the firm plans to release "every" WWII German armor kit over the next couple of years. "AA" feels that there is a demand for accurate kits of German armored vehicles, and that the vast majority of kits currently available are not accurate. He pointed out that if you need to purchase a Tamiya

Panzer IV kit for \$25.00, then spend another \$25.00 on ModelKasten tracks plus \$20.00 on a set of etched brass details you have a problem. Even after this investment you still have to correct the inaccuracies on the original Tamiya kit, having spent \$70.00 already. "AA" argues that for only slightly more, a modeler can get a very accurate kit made of resin, etched and cast metal plus (in all future releases) accurate decals from them. Makes sense if you really are into super accurate models, as many of the fanatics in IPMS are.

Of interest to me was that 50% of AA's kits are exported to Japan. Yet of the firm's fifty or so kits, fewer than ten are of non-British subjects, none Japanese. Hansen points out that the horrendously priced Gunze Sangyo armor kits sell well in Japan, and that the Japanese are currently having a WWII German armor revival. The new Gunze Panzer IV kit currently sells, even in Japan, for \$200.00. Accurate armor says that for 33% less they can produce a kit as good, if not better.

New AA kits for early 1993 include a Swedish "S" tank and a new range of highly detailed 1/35th scale helicopters, the first being a British Lynx Anti Tank copter. Also in 1993, a German V-2 set, including diorama parts.

Talking to Al Trendle of Minicraft, their Catalina flying boat series has been delayed until late 1993. The firm has recently purchased the old Crown molds for 1/144th WWII Japanese and American fighters and bombers. These will be released in 1993 in boxed sets, Japanese and American aircraft. The expense of this purchase has meant a delay in the Catalina project according to Trendle. On their stand was their new 1/48th Mig 29, which looked nice and I am assured is far more accurate than the Monogram kit. So it should be. Minicraft also plan to release more smaller 1/72nd aircraft kits, basically kits already produced by some of the Japanese firms but at less cost, and with less detail although perfectly acceptable.

From the major European producers, nothing new was mentioned worthy of interest except for Italeri's new Tornado IDS/GK.1 in 1/48th scale. Airfix also had the Tornado as new, the Italeri kit being far the better kit, although not perfect. However with a little effort on the part of the builder the Italeri kit can be worked on, the Airfix one requiring much more work.

From the smaller producers of injection kits, Emhar was a big surprize with a 1/35th World War One British Mark IV Male tank kit. No word on what this firm's next aircraft kit will be.

On the etched metal front, PP Aeroparts was back in force with three excellent new multimedia "detailing" sets: Tornado F.3, Tornado GR.1 and Gulf War Jaguar GR.1. At approx \$20.00 a set these are not cheap, but then given that each consists of close to 150 parts, they are very good value for money if this is what you are looking for. Having talked at some length to PP Aeropart's owner, Tim Perry, I can say that he is a VERY friendly fellow, and being a keen modeler himself, his products always have the modeler in mind, both in terms of quality of product and value for money. Having run into financial difficulties in 1990 and 1991, PP Aeroparts plans on a number of new releases for 1993, in both 1/72nd and 1/48th scale. PP Aeroparts also is the supplier for all the etched metal parts to Accurate Armour's kits.

Airwaves (E.D. Models) continues to flood the market with etched metal detail parts for 1/48th and 1/72nd scale aircraft. Having recently come to the conclusion that all my grandiose plans for super-detailing the 400 kits I currently own is not practical, I have become a major fan of this firm's products. Each set is geared for a particular existing kit, and with a little patience, most of us can turn out very effective models employing these sets. They allow the builder to dramatically improve a model's cockpit and under carriage detail very effectively, two areas in need of attention on most models, even the newer releases. Airwaves is also launching a new series of detail parts for the armor builders amongst us, and I purchased their set AFV010 for the Emhar WWI

tank.

Finally, we come to The Squadron Shop, of Texas. This firm had some very interesting items on display at the UK show, in their ever expanding attempts to dominate the US modeling supply market. Firstly, like Airwaves, Squadron is launching a range of etched metal detail parts designed to compliment existing kits, the first few sets being shown last July in Seattle. New to the market for 1993 will be a range of resin ejection seats. If all these are up to the quality of the ones I saw on display, Verlinden is in trouble. They were, simply stated, beautiful. Also of particular interest: accurate aircraft tires with hubs, with the bulge caused by the aircraft's weight molded in!!!! An excellent idea, and very well executed in the examples shown.

Finally, as to what is in store for 1993 when it comes to releases of new, major, kits? The Brighton Toy Fair is set for mid January in England, and the Nuremburg Toy Fair for Germany in February. Just remember one thing: major kits follow an approximately two year gestation period, from commitment to proceed, major research, tooling and final production and into the stores. Therefore, the 1993 releases were decided upon when the manufacturers were fully aware of the world economic recession. The 1993 releases will reflect their thinking at the time, and it will be interesting to note how optimistic or pessimistic they were when the decisions were being made.

PAINTING SCALE MODELS WITH AUTOMOTIVE PAINTS
by John DeRosia

Have you ever wondered about painting your models with REAL automotive paints?? I'm talking about Laquers, Acrylic Enamels and Polyurethane Enamels. Well-forget it-these paints will just melt the plastic model due to the chemical nature of these paints.

Okay-I'm just kidding. That's what I was always told until one day I decided to watch a model of mine "melt". Back in the early '70s I used to work in an automotive paint shop in Florida and being exposed to literally thousands and thousands of colors got the curiosity in me going. So being an avid model builder I decided to try painting one of my then car models to see what would happen. You guessed it-nothing. The paint went on real nice and the shine was something I had never seen before on any model.

Well I've been at it ever since and now I would like to fill you in on just what is involved, how to go about it, and what if any special equipment you may need..

I can tell you right away that the WORST part about it is the EXPENSE. Bear with me though-I'll tell you later how to go about it the CHEAP way. Unless you know someone with access to some extra automotive colors then buying even 1 pint (which is the smallest automotive paint shops sell) is going to cost you some money. As I write this article here in early January 1992, the average cost of 1 pint of automotive Laquer will run close to \$15.00-\$20.00. The cost depends on the color pigment. Usually reds are more expensive. The average cost of 1 quart (the smallest size for Acrylic enamels) starts again from \$15.00-\$35.00. Color pigment will dictate the cost. Factory "in stock" colors such as Ford or Chevy White will run close to \$20.00 for a quart.

Polyurethane Enamels will cost you closer to \$100.00 due to the catalyst additive required to harden the paint. However-these paints will give you the wet-water look. Forget ever having to sand between coats and wax your model. These paints go on very good and the shine will just amaze you. All of the above also require special thinners such as Laquer Thinner, Acrylic Enamel Thinner etc.... These will run you another \$15.00-\$25.00.

Okay-by now you must be depressed with my introduction. Well-let me now proceed to cheer you up with some of the good side and how you can avoid these high costs.

First of all consider the buddy plan, or several IPMS club members may all go together to buy a special color for a project. Or-finally visit your local automotive repair shop. Most paint jobs or small touch ups never require the whole paint be used in a can. They usually have lots of colors waiting for them to re-use elsewhere. Bring a few glass jars (that SEAL TIGHT) with you because there are many nice owners who will either GIVE or sell you small amounts of left overs for only a few bucks. Lastly-go to your local K-mart or automotive parts place and buy yourself automotive color spray cans or small "touch up" color bottles of the particular type color you want.

Let me help cheer you up with even more good tips.

I usually glue my model to the point where I'm now ready to paint the outside (like a car body etc). I usually wet sand as much as possible the plastic of the model BEFORE I even begin to apply colors. I find filling the kitchen sink with warm soapy water and using either 400 or 600 grit Wet-Or Dry sandpaper works best. This is the black or grey colored sand paper. Keeping the model totally wet really aids in the sanding process. After letting it dry we are ready to begin.

All automotive paints requires you to prime your model. Now-let me suggest you again go to your local K-mart or automotive parts shop and buy yourself the "cheapest" type of automotive gray Laquer primer spray can. My years at doing this has found that the cheap spray cans of primer are just as good as the expensive ones. I will admit to you now that the less I have to clean my hobby airbrush the happier I am. That's why I have been using spray can primer for years. One less operation to worry about. Also with the spary primer being Laquer-it sprays on very thin and DOES not take away any model details. Plus-YOU WANT LAQUER since it drys VERY FAST. That's the beauty of laquers-it drys fast.

Let me tell you that you DO NOT have to totally cover your model with a thick coat of primer. A "light dusting" is all you need. Let's assume I had a red model. When I put a light dusting on it-the red STILL shows through considerably. Remember-Laquers dry VERY VERY fast. By putting on a light coat-you'll retain all of the models detail features.

Once you have your model primed-your just about ready for the color coat. If you use color automotive spray cans, it's of course real simple to just go at it. If you use the little bottles of automotive colors you will need to use your airbrush. Since these are laquer based-you'll need Laquer thinner. Let me mention at this point that again you DON'T need to go to your local automotive place to buy the expensive thinners. Go to your local hardware, lumber, or house paint shop and buy a quart of Laquer thinner for about \$4.00-\$6.00.

I have always found that mixing the paint 50-50 (50% paint-50% thinner) always works best in any airbrush. Sometimes you may need more paint or more thinner-but usually 50-50 seems to work 99% of the time. This ratio works for almost any type of automotive paints except the polyurethanes which I NEVER thin. The catalyst additive is the "thinner" and works great.

Now-rest assured you DON'T NEED ANY special equipment or special airbrushes. I've been using one of mine for over 15 years and have had absolutely no problem. The secret of course is to CLEAN it very good each time you spray. I would like to mention here that use safety measures as always. Good ventilation is the best thing. I've found that you don't need special respirators etc. My lungs have been checked by my doctor after all of the years of me using automotive paints and they are 100% clean. Ventilation everyone-make it your very special friend everytime you paint. A regular painters dust mask helps a lot also.

If you use Laquer-most times it will "flash" over when it is dry. That is-it will dry VERY DULL. Don't worry. If you use Acrylic Enamels you will not have this problem. In either case-YOU DO NOT NEED to sand between coats.

If any decals need to be applied-DO IT NOW. For an example if you are doing a stock car-apply the colorfull decals before the final clear coat.

Now comes the clear coat. This is not required-however-it will bring the "water" look to your model. For Laquers, it will do away with the "flash". If you use automotive spray cans of clear Laquer or clear polyurethane spray-as soon as you spray your painted model-the shine will come back like you wouldn't believe. If you use your airbrush to apply clear Polyurethane-the additive will thin it. Let it dry at least overnight and the next day you are ready to assemble the rest of your model.

By the way-do you want to paint with Laquers even cheaper?? Womens nail polish has some very neat clors-and all of them are Laquer based. The cost- about \$1.00-\$3.00 per bottle. These also will need to be thinned 50-50 when spraying with an airbrush. The worst part is being embarrassed buying them or fighting off your wife or girlfriend to leave your nail polish alone. Also clear coat this and you'll have a very colorfull model.

To wrap up-don't let anyone tell you it can not be done. There are no deep dark secrets about using automotive paints. The end result is a model that will shine like no other you've ever painted.

Here are some really positive things about automotive paints:

- 1) THEY NEVER NEVER "yellow". If you like airline models or ones that require silver or white-automotive paints are the way to go.

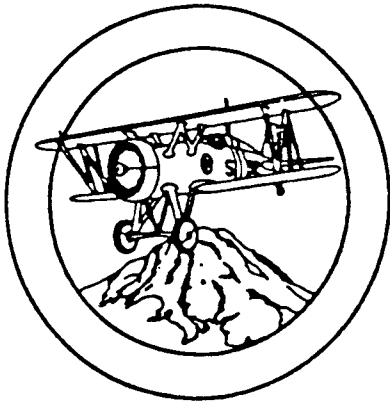
- 2) All automotive color pigments cover very good. No more of that "run-off" on sharp edges like model paints .
- 3) Lastly-the automotive color selection stops short of infinity. Most automotive paint stores will mix colors (computerized for most shops) to match even a car back from the early '30s. Even a sample brought to them from anything-they will mix.

Let me wrap up the cheapest senario for you. Be ware that this is not that much more expensive than buying extra decals, 2 books on the subject of your model, and maybe even 2 kits from different manufactures.

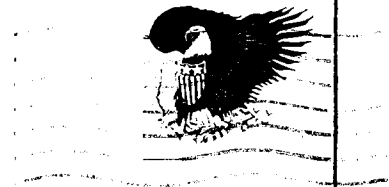
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| K-mart type cheap primmer | \$2.00-3.50 |
| Womens Laquer nail polish (thousands of colors!!) | \$1.00-3.00 |
| 1 Quart of cheap Laquer thinner | \$4.00-6.00 |
| Testors Model Clear Laquer | \$3.00 |

The extra money spent will almost always assure yourself that anyone seeing the model will do a double take. Then when they ask you how you accomplished that shine say what I always say.."it's really nothing special...."

So-go at it and as my motto has always been- BUILD FOR THE FUN OF IT. Good luck!!



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