Quick Links	Contacts and Policies	Social Links	Reviews	Museums/Shows/Events	Zoom	Meeting Info	Join IPMS

In This Issue

The Goodness of Positive Feedback

As I complete the last few weathering steps on Tamiya's excellent Challenger 1 kit, I stopped and thought back across the project. A few challenges, some outright mistakes, but mostly the kind of experience I was looking for as an avid armor modeler.

The wheels lined up; the rubber-band track connection went well and was successfully hidden behind the ubiquitous British tank side skirts; the barrel seam – nearly invisible; the two fuel tanks at the rear perfectly weathered without much fuss… I could go on and on describing the hundreds of decisions and tasks involved in a typical modeling project like this. And following each of these tiny events, I was quietly rewarded with a shot of pure dopamine [Dopamine: the feel-good neurotransmitter—a chemical that ferries information]. Private, subtle, and fleeting – each success was rewarded instantly, propelling me forward to the next task.

I thought about this, and why it seemed so familiar – and then it came to me. As a life-long programmer, I was used to receiving this kind of small-but-constant, positive feedback when I worked. Whenever a routine compiled, or a page-refreshed correctly displaying the changes I had just made, or when the 'unfixable' bug was …fixed. That little rush that privately told me 'good job' always followed. In this way, programming is a heck of a lot like modeling. Contemplative, creative, and very satisfying.

If I sold yachts for a living, I might get an 'atta-boy' three or four times a year (maybe less!) But programming, and modeling, continually nourish my appetite for feeling successful about myself.

Now that I am retired, I hope to continue modeling as long as my eyes and hands allow me. After that, I want to simply to be around other modelers to help them achieve the same feeling of accomplishment and success. This is a good hobby.

By the time you read this, my wife and I will be cruising through the locks of Northern Europe, so I will see everyone again in November! Until then…**Model On!**

Eric

IPMS Seattle Chapter Contacts

President	Vice President	Treasurer	Newsletter Editor
Eric Christianson	John DeRosia	Fuzhou Hu	Elbert Lin
425.591.7385	425.353.2488	412.215.7417	971.227.6272
ModelerEric@Comcast.Net	johnDeRosia2015@gmail.com	fhu.ipms@gmail.com	elblin@comcast.net

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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. Examples are:

Plastic Model kit reviews, plastic modeling tool and paint reviews, plastic model build techniques, tips, and tricks, plastic model build articles, original model subject research and reference, Model Show reports (text and visual), model subject museum tours (text and visual), Airshow, Car Race, or other model subject shows and activities (text and visual), plastic model industry news, Seattle IPMS Chapter news.

We strive to provide content that encourages interest in plastic scale modeling and that fosters enjoyment and enrichment of the hobby. To present content that is focused, useful, and interesting to the wide range of our audience. The newsletter should significantly aid in the learning and informing of the scale modeling hobby in an earnest and honest voice. We welcome content that can be used to present new and interesting information about scale modeling, that enhances the experiences of our membership.

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MiniArt M3 Stuart Early Production Interior Kit

By Bob LaBouy

Manufacturer's Kit Notes:

-HIGHLY DETAILED PLASTIC MODEL KIT
-PHOTO-ETCHED PARTS INCLUDED
-FULL INTERIOR ACCURATELY REPRESENTED
-CLEAR PLASTIC PARTS INCLUDED
-ALL HATCHES CAN BE ASSEMBLED IN OPEN OR CLOSED POSITION
-METAL SURFACES AND WELD LINES ACCURATELY REPRESENTED IN THE MODEL
-DECAL SHEET FOR 7 OPTIONS

Photo-Courtesy Wikipedia

A Very Brief History of the tank

This is clearly one of the seminal tanks of the 19th century with the total number of over 22,700 being constructed (both M3 and M5 versions) from 1941-1944 largely by four manufacturers (including Cadillac, American Car & Foundry Co. and Massey-Harris).

From an armor standpoint, the Stuarts were our several 'starter' tanks during the early 30's. They were largely lacking in firepower and lightly armored. They also suffered regarding their ability to meet their opposition, the German tanks they often faced on the battlefield.

However, throughout their production and a great number of modifications and improvements, the M3 proved its worth on the battlefield.

Rather than ramble on further, here are some additional online references that I found most informative and interesting:

https://en.wikipedia.org/wiki/M3_Stuart

https://www.nationalww2museum.org/visit/museum-campus/us-freedom-pavilion/vehicles-war/m3a1-stuart-tank

https://tankmuseum.org/tank-nuts/tank-collection/m3a1-stuart

https://tanks-encyclopedia.com/ww2/us/m3_stuart.php#google_vignette

http://afvdb.50megs.com/usa/m3stuart.html

YouTube:

https://www.youtube.com/watch?v=a0L1tOa1oPU

https://www.youtube.com/watch?v=ZZKd2Umir8w

https://www.youtube.com/watch?v=RVTxL1FdhOA

https://www.youtube.com/watch?v=qj7I0fOTcrc

Several other YouTube 'build articles' also specifically address the M3 tanks

This Kit:

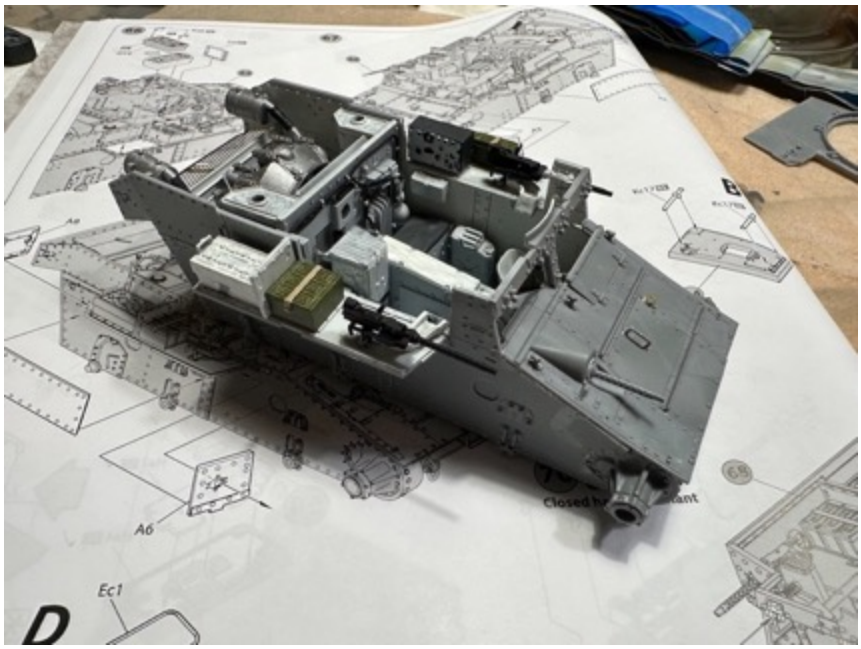
This is an interesting kit in many respects. It is a 'complex' kit in its size, with 20 separate sprue trees, separate PE fret and a beautiful decal sheet.

At this point I also recommend that you preview the full kits instructions on the Scalemates web site.

However (there I go again with the dreaded 'however'), this is what I've come to realize is a pattern with MiniArt kits. When another kit will use one piece, MiniArt's approach the same part with anywhere from 4-6 smaller sub-pieces. This results in a far more complex building process than is necessary (in my opinion). My rough count is over 518 individual parts in this kit. The complexity goes even further when you're matching or mating the pieces together—sometimes fitting as indicated, others not quite as close (which as you've heard works well in hand grenades, not so well in scale models…….).

This was the same issue when constructing the 'full interior' for the M3. I estimate the time for the interior alone accounted 35-40 hours; and when only partially assembled, unless you're looking back to the interior, you might be able to see 10-15% of the interior. If you're a glutton for punishment and leave the upper hull or engine area exposed (i.e; in a diorama) it may be useful. And, I had to perform some 'hillbilly surgery' to trim some of the engine plumbing to enable the engine bay even to fit

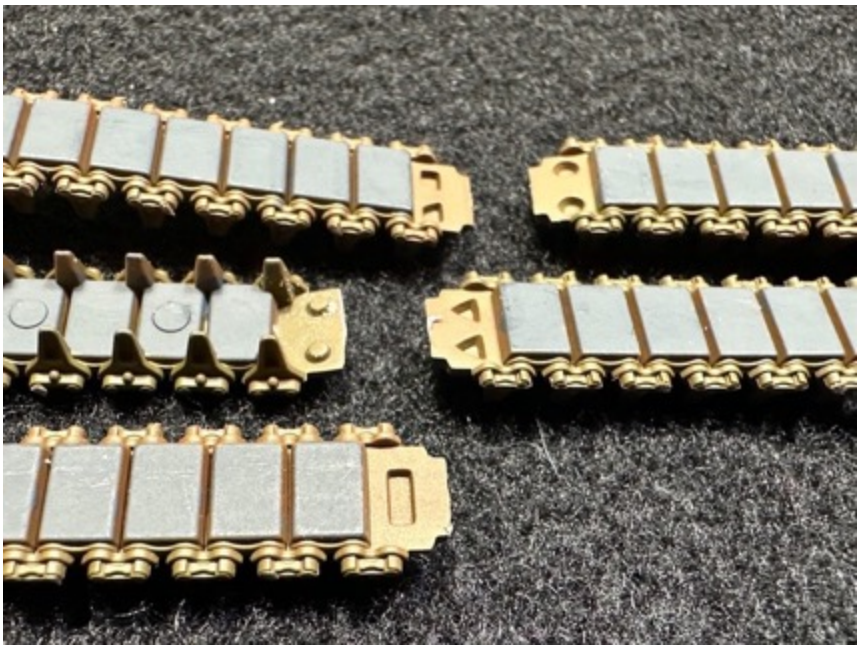
properly. If given the option, I'll opt for the basic kit (no interior) in the future.



Back to the build. I encountered a good deal more flash than I had expected and found that a considerable amount of trimming and sanding was required. Along the way, I used Tamiya's Find Surface Primer (#87064) was useful to provide a good primer coat for the eventual olive drab finish.

Unlike the often-reissued Tamiya's rubber band tracks, the MiniArt kit provides for these in a more desirable link on link shape. Again, these types (called *link and length* tracks) of track sections are more easily painted and assembled eight sections as opposed to the Tamiya with just one section for the entire track on each side. Aside from the number of pieces, I've often experienced problems with painting the or gluing the Tamiya tracks. These track sections do require a considerable amount of cleanup (careful trimming and sanding the end pieces), though the resulting finished track sections look great.

Another very pleasant surprise is how these MiniArt sections are intended to be linked together. As you can see from my attached image, each link has identifying or locating holes used to mate or match the corresponding link ends. This very cleaver approach encourages the proper attachment of the proper link sections of track. Kudos to the MiniArt! Along with this note, I would like to mention another glue product that I find very useful: Revell's Contacta Professional (#39604). I've been using this blue bottled glue for several years, why? I find the small metal dispensing tip great when I want to have more control over the amount of glue at the tip end and it dries reasonably fast though when working with track sections it still permits me to adjust the link sections to match the idler wheels and drive sprockets.



When approaching the pioneer tools, you have two

options: one with the mounting brackets as part of the tools and one requiring your skills using the tiny PE brackets. You'll also find there are a very large number of (in some cases, very very tiny) PE parts. I opted to use only those which I could see or were going to be seen in and around the M3 itself. But as the builder, there are options throughout this kit.

Fit is yet another issue, as the kits complexity again. There are the expected issues where the drawings leave several aspects of the build purely up to the builders' imagination. And the over-engineering of this kit is extreme. An example is the main turret: MiniArt uses six side pieces and four top pieces to construct it! The gun ports require drilling out to insure a tight fit; again, nothing a modeler can overcome--but why wasn't the small detail taken care of in the kit's engineering? Once again, I would recommend the non-full interior kit (#35401), though once again the same parts are called for this kit (using the instructions posted on Scalemates website). At this point I would opt for the Tamiya, AFV Club, Italeri or possibly the Academy kit.

Painting

I chose AK Real Color's Black RC001 as my base color for the tank and frame as a primer, over which I painted the individual colors. The entire vehicle was then painted, using AK Real Color RC 023 (Olive Drab) and several areas using RC 024 (Faded Olive Drab). The interior and side panels were hand painted with AK Real Color Insignia White FS 17875 (RC222).

I also used several of the new Real Colors Markers for the first time and found them to be very useful to supplement the various base colors (including Signal Red #RCM003, Olive Drab #RCM021, Yellow #RCM004 and Flat White #RCM034). These RC Markers were great in touching up even the smallest details and appear to be a great added painting too. Though they are acrylic, they matched the other colors well and covered well.

My favored process includes:

- I also hand brushed an application of SMS Etch Primer (# PLP04). I have learned this provides a 'tooth' coating allowing for the paint to adhere perfectly.
- The clear glass section windows were installed using Elmer's Washable Clear Glue, which dries clear and can be leveled or cleaned up using tap water.
- I then over sprayed the model with Alclad's Aqua Gloss Clear (ALC 600).
- I completed my dry brushings, using my old standby Winsor & Newton's Artist Oil color Naples

Yellow Light, No. 426.

- Followed by a final sprayed coat of VMS's Varnish HD Matt Top Coat (# VMS.AX05M). This is a Polish product and as an acrylic modeling varnish, which produces a great matt finish.

Decals

There are a sizable number of decal options provided in the MiniArt kit, all printed in Italy by one of the premier printers, Cartograf. As mentioned, this small sheet contains the marking decals for at least seven M3 tanks including three in distinctive Russian markings.

As I couldn't pass up the opportunity to use those used by then Major General Patton, 'Old Blood and Guts', which are 'loud' in fact distinctive and flamboyant as you can imagine.

These decals are wonderful, they lay down beautifully, covering underlying paint and the registration is perfect.

Overall Evaluation

I strongly recommend this kit of the MiniArt M3 tank. This kit builds into a beautiful representation model of the M3. While I have reservations about the kit and some of instructions, if you're interested in a very complete kit, including a full interior, this kit will probably meet or exceed you needs and expectations.

I purchased this kit at our recent IPMS/USA National Convention 2024 in Madison, Wisconsin.

Back to Top

FabScale

AGM-84D Harpoon, AGM-88 HARM, AIM120C AMRAAM, AIM-9L/M Sidewinder

By Christopher Martin

Background

The following are excerpts from the website https://www.af.mil/About-Us/Fact-Sheets. The description for the AGM-84D is from https://www.designation-systems.net/dusrm/ m-84.html.

The AIM-120 advanced medium-range air-to-air missile (AMRAAM) is a new generation air-to-air missile. It has an all-weather, beyond-visual-range capability and is scheduled to be operational beyond 2000. The AMRAAM is being procured for the Air Force, U.S. Navy and America's allies.

The AIM-9 Sidewinder is a supersonic, heat-seeking, air-to-air missile carried by fighter aircraft. It has a high-explosive warhead and an infrared heat-seeking guidance system. The Sidewinder was developed by the U.S. Navy for fleet air defense and was adapted by the U.S. Air Force for fighter aircraft use.

The AGM-84 Harpoon is the only dedicated anti-ship missile in service with U.S. armed forces. The Harpoon will remain in service with the U.S. Navy for the foreseeable future. In 1985 the Block 1C version of Harpoon was introduced, being designated AGM-84D. The Block 1C has increased range (AGM-84D maximum range is quoted to be 220 km (120 nm)) by using JP-10 instead of JP-6 jet fuel.

The AGM-88 HARM or high-speed anti-radiation missile is an air-to-surface tactical missile designed to seek and destroy enemy radar-equipped air defense systems. The missile is operationally deployed throughout the Air Force and in full production as a joint U.S. Air Force-U.S. Navy project.

What's in the Box

Each model comes in a sturdy 6 x 4 x 1⅝ inch cardboard box. Inside each box are resealable bags for the models and accessories, a small decal sheet, and a one-sided A-size (5⅞ x 8¼-inch) sheet of instructions.

The AGM-84D comes with two missiles in two parts in separate resealable bags. All materials are bubble wrapped

The AGM-88 comes with two missiles in their own resealable bag, a small printing with eight fins in their own resealable bag, two LAU-118(V)1/A short launch rails in their own resealable bag, two LAU-118(V)2/A long launch rails in their own resealable bag. All materials are sandwiched between two pieces of soft foam.

The AIM-120 C comes with four missiles in their own bag resealable. All materials are bubble wrapped.

The AIM-9L/M comes with four comes with four missiles in their own bag resealable, a small printing with six nose covers in their own resealable bag. All materials are bubble wrapped.

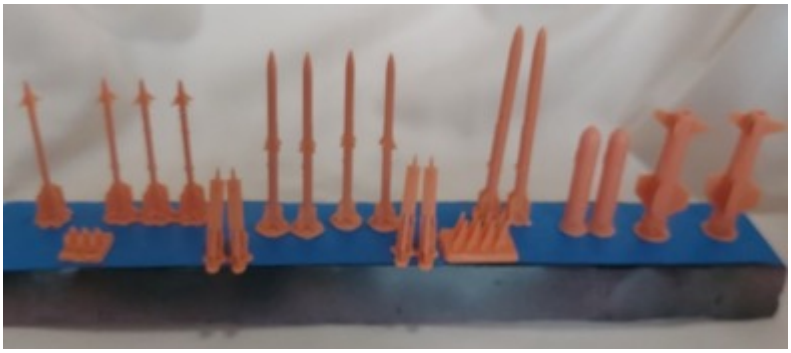
The Instructions

The instructions consist of a single A-size (5⅞ x 8¼-inch) sheet. Only the AGM-88 instructions were on thicker glossy paper. The others were on non-glossy regular weight paper. Each instruction sheet has a four-view color and decal image (top view, left view, right view, and bottom view). The AGM-84D and AGM-88 have assembly instructions above the four-view image.

The bottom of the page has a paint color callout for Mr. Color paints and the Federal Standard color, were applicable. There is also a QR code on the lower right that will take you to their webpage.

Construction

All four models are 3-d printed in orange resin. Upon removing them from their bags they seemed a bit soft/sticky, so I put all the pieces in the sun for about 30-minutes to set-up the resin. When I retrieved the parts, they were no longer soft/sticky but were brittle. I would recommend putting them out for maybe 15-minutes first and check them.



The first step was to scrub all the parts with an old toothbrush in warm water and dish soap (Dawn) to remove any residual resin residue.

Assembly was quick and simple. For the AGM-84D I clipped the supports from the bottoms of the warhead

(top) and the engine (bottom). A quick swipe with a sanding stick removed and nubs. I then used CA (cyanoacrylate) glue to attach the tops to the bottoms.

The AGM-88 I clipped the box sides of the fin casting. I did the same for the end covers for the AIM-9L/M's. For LAU-118 launch rails I only removed the outer most set of supports.

For the AIM-9L/M and AIM-120C I clipped the supports to the upper wings. Except for the AGM-84D I left all the other missiles attached to their bottom supports. This helped greatly with painting and handling.

After painting I attached the upper wings to the bodies of the AGM-88 missiles with CA glue (although this could be done before painting). A word of caution here be careful not to get any glue under the front part of the wing as there is decal that slides under this portion of the wings.

Painting and Finish

All parts were primed with Krylon 2X Ultra Cover Flat Gray Primer and allowed to cure for 24-hours.

Next the AGM-84D, AIM-120C, and AIM-9L/M missiles and the launch rails for the AGM-88 were all airbrushed MR. Color C308 Light Gray (FS36375). The instructions for the AGM-84D call for the color of Light Compass Ghost Gray and the four view color pictures look to be a darker color, but the FS number given is the same. When I to do another set of these missiles I'll look for the noted Light Compass Ghost Gray.

The AGM-88, fins, and the nose covers for the AIM-9L/M were all painted with a rattle can of Tamiya US Navy Insignia White (AS-20). Both the light gray and insignia white gave glossy surfaces that were ready for decals.

The AGM-84D and AGM-88 missiles are single color subjects. The AIM missiles are multi-color affairs. For the AIM-9L/M I masked the warhead end of the missile and airbrushed it with Mission Models Cold Rolled Steel. The very tips of the missiles were brush painted with Model Master Insignia White. The tiny roller fins on the bottom wings were brush painted Mission Models Cold Rolled Steel. The right view notes the very end of the tip as "Silvery C8" to represent the glass dome over the infrared sensor. Instead of this I clipped of the very tip and made a small dome using Micro Krystal Klear.

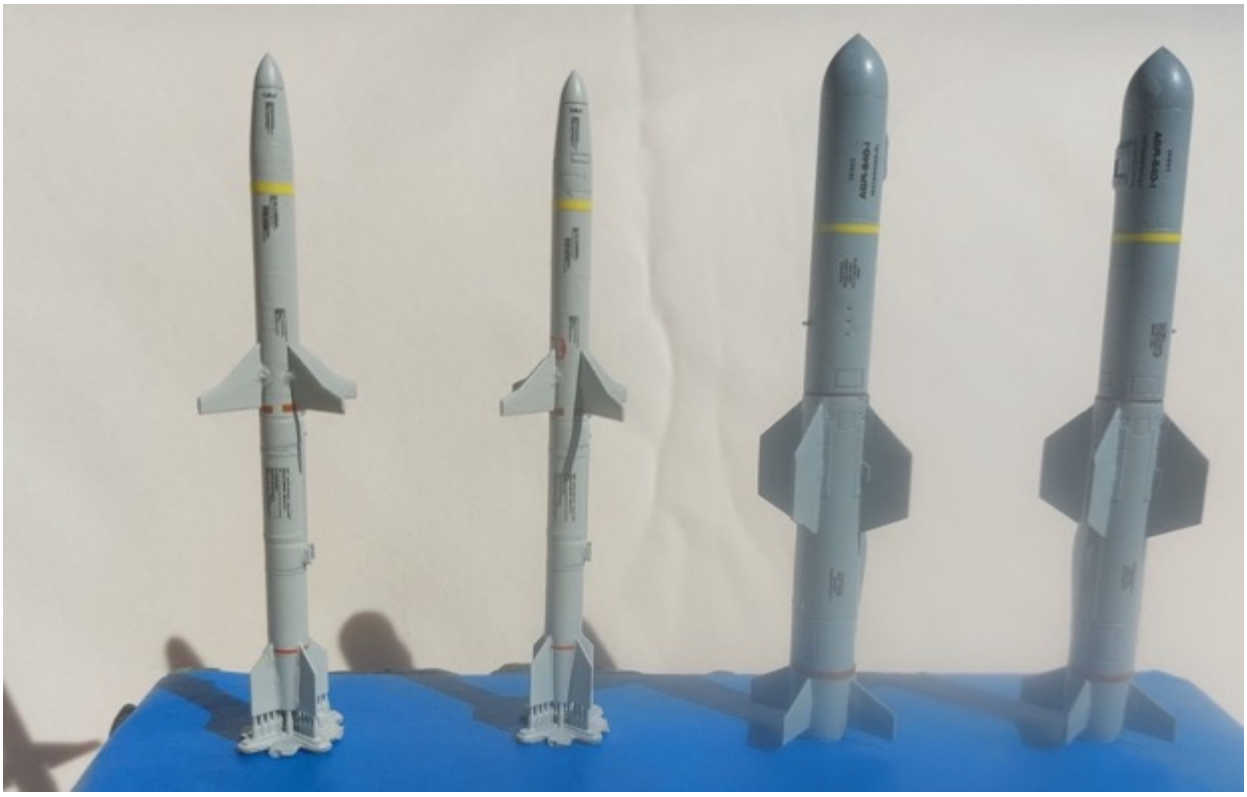
The warhead ends of the AIM-120C missiles were masked and painted with the rattle can of Tamiya US Navy Insignia White (AS-20). The upper and lower wings were brush painted Mission Models Cold Rolled Steel. The nose covers after being primed and painted insignia white were painted Tamiya TS-47 Chrome Yellow from a rattle can.

Decals

I used the Red and Blue MicroSol/MicroSet products to apply the decals without any problems.

IMPORTANT NOTES:

- Be extremely vigilant when applying the decals. You will need to find an identifying mark on each missile and match that to the four-view image so that the right decals go on in the right places.
    - For the AIM-9L/M there is a small square fitting just below the yellow strip. When this is pointing towards the viewer this is the TOP view of the missile.
    - For the AIM-120C the external conduit, when facing the viewer is the BOTTOM view of the missile.
    - For the AGM-84D use the access plates near the nose. With the smaller plate facing the viewer this is the TOP view, with the large plate facing the viewer it is the BOTTOM view of the missile.



    - For the AGM-88 there is an external conduit and raised fitting. With this facing the view it is the TOP view of the missile.

  Keep these in mind as you work around the missile. It is quite easy to lose one's place.

- On the AIM-9L/M only the left, right and bottoms get decal 9 applied between the wings.
- Also note that decal 6 on the right side of the AIM-9L/M goes on upside down on the bottom wing.

Decaling turned out to be the longest part of the build. I did all the decaling in two steps. Step 1 was to apply all the stripe decals. I found these to be a bit stiff, requiring multiple applications of MicroSol and careful finger pressure to finally get them to conform to the round missile body. All the stripes for all the missiles ended up being from 0.5 to 1 mm to short. I lined up the gaps and put them on one side.

On the AIM-120C there is an external rib that runs up the bottom of the missile. I used this to gap my stripes. After the MicroSol had dried (a couple of hours) I gave the decals a liberal coat of MicroSet.

Step 2 was to apply all the labeling. There are a fair number of labels on each missile. To make things even more difficult the decals themselves are very small. Again, I found the large labels to be stiff and required multiple MicroSol applications and finger pressure to get them to conform to the curve of the missile body. As with the stripes after the MicroSol had dried I applied a liberal coating of MicroSet.

There are enough labels that I ended up doing two sides of each missile, applying the MicroSet, and letting the decals sit overnight. This way I was worried about previously applied decals moving around while I did the other sides. All told it took me about five days to decal all 12 missiles.

Aside from the slightly stiff stripes and labels the only other issue I encountered was on the AGM-88 missiles with decal 11. The four view images show the red box as extending just above the lower wing on the left side, completely between the wings on the bottom and finishing just above the lower wing on the right side. My decals were much longer reaching halfway between the upper and lower wings on the left and right sides.

Once dry, I gave all the missiles, launch rails, and end covers a coat of Tamiya Semi-Gloss Clear from a rattle can to seal the decals and give the missiles a satin finish.

Conclusion

I recommend these missiles to an upper intermediate to advanced modeler. Or someone with experience placing tiny decals.

The detail on these 3D printed models is exceptional. Even the smallest rivet details are captured. One more impressive item, even as small as the labels are they are not just scribbles. Under magnification the text is legible.

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

Back to Top

Book Review: U.S. Battleships 1939-45

By Tom Dunford

Publisher Link

Background

240 pages hardcover, over 500 figures (photos and illustrations), over 70 figures in color

I would like to thank Casemate for my copy of this book, and to the IPMS Reviewer Corps to be able to provide this review.

Foreword/ Introduction

The book covers battleship development with emphasis on US battleships and their operations in World War (WW) II. Only one chapter deals specifically to the WWII period 1939-45 listed in the title, but the stage is set for US battleships in WWII. Each successive US battleship class contributes to the awesome battleship armada the US put to war 1939-45. The book also follows US battleships following WWII (the cold war). Each successive class battleship is described in terms of: gun armament, armor, protection, displacement, propulsion and significant operational history.

Chapter 1 Pre-dreadnought Era

These were considered 'pre-dreadnought' since they generally had a mix of larger gun sizes.

For example:

HMS Majestic (launched 1895) had four (4) 12" guns

USS Kearsarge (BB-5, launched 1898) had four (4) 13" guns and four (4) 8" guns

IJN Mikasa (launched 1900) had four (4) 12" guns and fourteen (14) 6" guns;

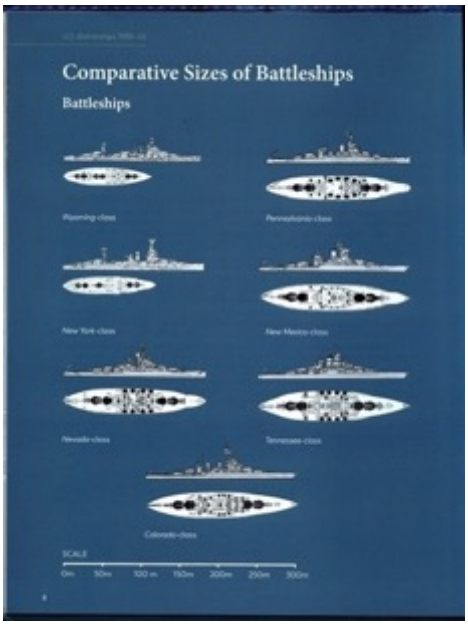
Developments introduced in the 'pre-dreadnought' era included a 'central citadel' which created a tub of greater armor thickness (up to 18" thick) in the center of the hull to concentrate protection closely around critical systems such as the gun turrets and ammunition magazines. This meant that the armor would taper away toward the bow and the stern. Other developments followed with burning oil to avoid handling coal where the easily detected black smoke trailed from ship exhaust. With huge oil reserves the US was the first (in 1910) to standardize on oil vs coal burning plants. Steam turbines were also introduced during this era.

Chapter 2 Dreadnought – The All-big-gun Battleship (Florida and Wyoming Classes)

The advantages of the 'all-big-gun' battleship include: common caliber in guns making transfer of trained men and materiel seamless across the fleet, streamlined fire control with only one set of ballistic calculations for gun range adjustments, reduced confusion between shell splashes from bigger or lighter guns, and the likelihood of future engagements at greater ranges favoring standardization on the largest (12" vs 10") caliber.

Chapter 3 The Next Step – The Super Dreadnoughts (New York, Nevada, Pennsylvania, New Mexico, Tennessee and Colorado Classes)

The relevance of US Battleship development leading to operational experience between 1939 – 45 is explored here. The development, construction and launching of ships is described along with the operational experience and ultimate ship disposition. You needn't wait until later in the book (the World War II chapter) to learn the fate of the USS Arizona, its all right here in one spot, from development to its sinking.



Chapter 4 The Interwar Period – A Dawn for New Battleships (North Carolina, South Dakota, Iowa and (the planned) Montana Class)

The Washington Naval Treaty of 1922 established tonnage limits based on strength ratios as follows: for Great Britain and the US were limited to 525,000 tons total each, 315,000 tons for Japan, and 175,000 each for France and Italy.

This arrangement required Great Britain to accept parity with the US Navy and to abandon its 'partnership" with Japan. Great Britain and Japan were not in a financial position to win an arms race.

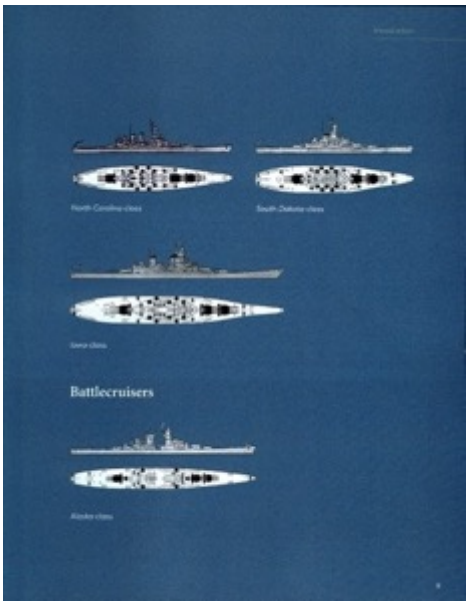
During the 1930s most countries upgraded their World War I navies with stable optical range finders for fire control, armor on decks exposed to threat from the air, and anti-aircraft gun emplacements.

There are plenty of photos including over 70 color photos or illustrations. While there isn't explicit camouflage schemes illustrated, many paint schemes can be seen in many photos included.

Chapter 5 Battlecruisers and Large Cruisers

A battlecruiser was intended to be similar to battleships but different. Namely the similarities were displacement, armament and cost; but they were faster with less armor, smaller guns and longer hulls.

The six original Lexington class cruisers were designed for 35 knots with ten (10) 14" guns. The Washington Naval Treaty of 1922 dictated that all but two Lexington class hulls would be scrapped and that two (2) be reclassed as aircraft carriers, becoming the USS Lexington (CV-2) and Saratoga (CV-3).



Chapter 6 World War II – The Fighting Battleships

This chapter is devoted to the major operational engagements of US battleships in World War II with special emphasis on Pearl Harbor Dec 7 1941, Guadalcanal (1942), Battle of the Philippine Sea (June 1944), Battle of Leyte Gulf (Oct 1944), and Japanese surrender Sept 2, 1945 on the deck of the USS Missouri (BB-63). This is largely the short story of the US battleship fleet prevailing relatively unscathed while many Japanese battleships are sunk in 1943 – 45. The IJN Nagato was the only Japanese battleship to survive the war relatively intact and was thus available for the final insult in the Bikini Nuclear Tests in 1946 after the war.

Chapter 7 Battleships in the Cold War

The battleship continued with the US Navy after WWII but in roles more secondary to the dominant aircraft carriers that emerged from the war. With the introduction of missile technology large caliber guns became less relevant and the best armored surface ship wouldn't survive in the nuclear age.

One of the earlier uses found for the aging fleet after the war was to blow them up at anchor in the Bikini Island nuclear tests. To best learn the effects of the blast on the ship's crew, the 'crew' was replaced with 5600 living animals such as pigs, sheep, rats and mice. Lucky ships included the IJN Nagato, German Prinz Eugen, USS Arkansas, Nevada, New York, and Pennsylvania. Most were towed elsewhere for target practice and sinking after the nuclear tests were over.

Chapter 8 U.S.S. Missouri – A Guided Tour

All of the pictures in this chapter (USS Missouri – a Guided Tour) are in color, and show many details of ship features – enough to satisfy demanding modeling interests.

Bibliography

The bibliography is brief and includes the authors three prior publications including: Schlachtschiffe der US Navy (Dreadnoughts of the US Navy), Prinz Eugen, and the USS Arizona.

Index

The index is four (4) pages and includes enough information to usefully cross reference between ship hull numbers, ship names and classes.

Back to Top

Museums located just minutes away from where the 2026 IPMS Nationals will be held

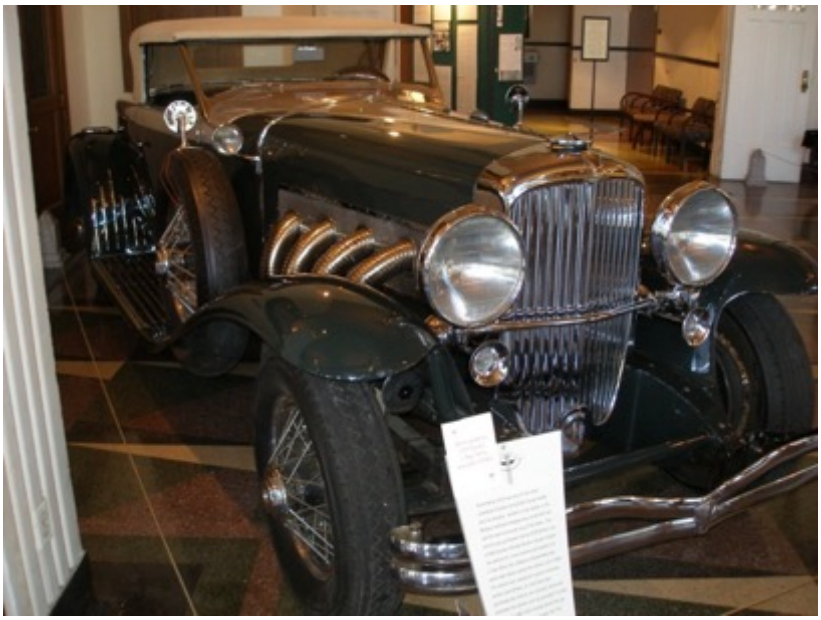
Part 1 of 4: Auburn Cord Duesenberg (ACD) Museum

By Eric Christianson

Several years ago, Andrew Birkbeck and I attended the AMPS show at the Victory Museum in Auburn, Indiana. We went to the show a few days early to spend time investigating several automotive and armor museums we heard were in the area. Suffice it to say, we were blown away by the quality and inventory at four museums that were literally minutes away from each other and the AMPS venue.

This first part of a four-part series will highlight some of the things we saw, with the goal of generating interest in the 2026 IPMS Nationals, which will be held right down the road, in Fort Wayne, IN.

Our first stop was at the excellent Auburn Cord Duesenberg (ACD) Museum in Auburn, IN. Located, just off a village square reminiscent of a 1950's small Midwestern town sits the original ACD factory which has been restored into a beautiful, multi-story, marble and polished granite-floored showcase exhibiting some of the most beautiful cars we had ever seen.



The next installments in this series will be the American Automotive Museum, followed by the Anderson Armor Museum and the Victory Museum itself.

Back to Top

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.

OCTOBER 26: Sprue Man Group Swap Meet Barberton Grange – Vancouver, WA Sponsored by the Sprue Man Group

NOVEMBER 30: Oregon Modelers Society – Special Event TBD Oregon Stamp Society
4828 NE 33rd Ave., Portland OR

Back to Top

During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest way? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits. We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a wealth of experience who can help solve just about any model-related issue. And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle. WA IPMS 2pm – 5pm LINK

Tuesdays: Salem, OR IPMS 6pm – 10pm LINK

Wednesdays: Seattle. WA IPMS 2pm – 5pm LINK

Thursdays: Seattle. WA IPMS 2pm – 9pm LINK

Albany, OR IPMS: Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. LINK

Saturdays: Salem, OR IPMS 6pm – 10pm. LINK

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

Back to Top

The IPMS Seattle 2024 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center from 10:30 AM to 1:30 PM, except as indicated. To avoid conflicts with other groups using our meeting facility, we must NOT be in the building before our scheduled start times, and MUST be finished and have the room restored to its proper layout by our scheduled finish time.

October 19, 2024 **November 9, 2024** **December 14, 2024** **January 11, 2025**

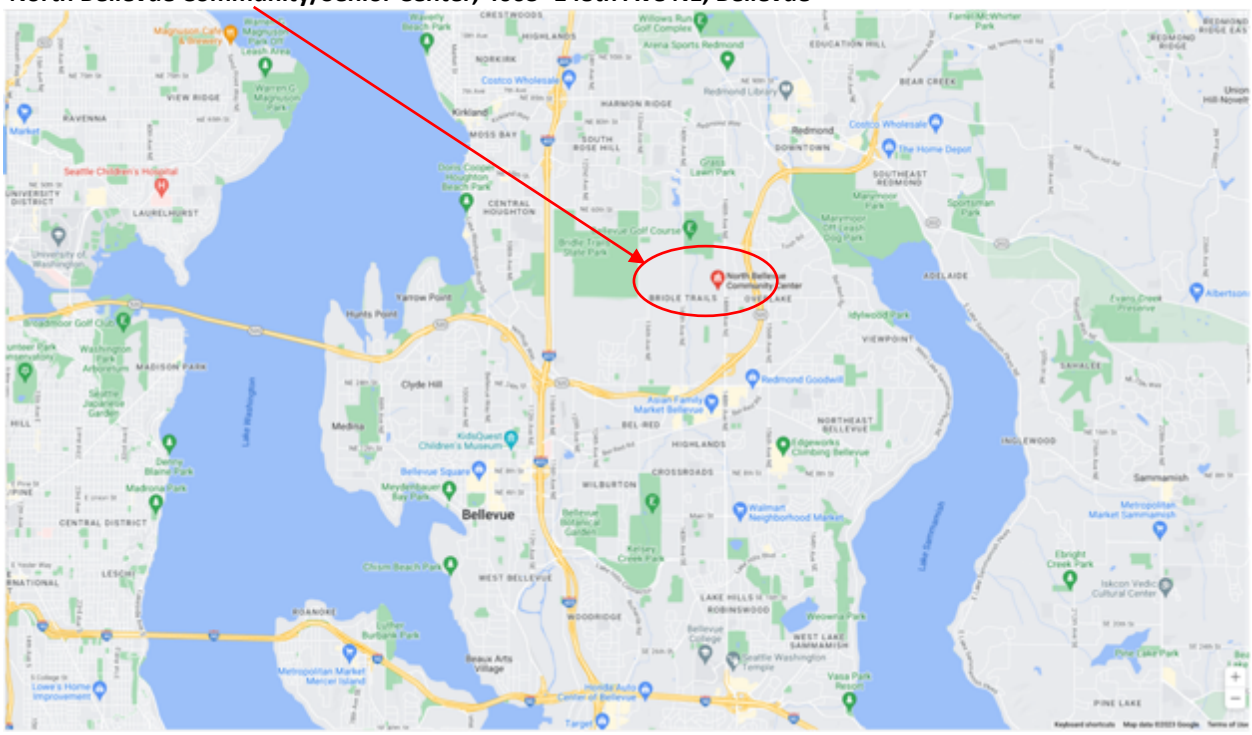
(Date and Time Change for October only: October 19 (3rd Saturday) 3:00 PM to 6:00 PM)

Next Meeting: October 19, 2024– 3:00 PM to 6:00 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/)

Back to Top