

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2016

PREZNOTES



IPMS Spring Show: Please Bring ALL Your Models!

Two more weeks until the Spring Show, and at this weekend's IPMS Chapter meeting we will be tying up loose ends, press ganging a few more members into joining up for Judging, and any other areas that still need volunteers. However, in this month's PrezNotes, I want to touch on the extremely important point of everyone bringing ALL their models to the Show that they have completed since the last time they came to the Show. Why? Simple: people pay an entry fee, either \$10 as a contestant, or \$5 as a general walk in, to SEE MODELS. Sure, folks come to shop the vendors, but the key ingredient that makes our Show so successful is the massive turnout of built models. Literally 800+, the largest model contest turnout outside of the IPMS USA National Convention as far as we are aware.

"But I don't like my models being judged!" Then put your models on the Display Only tables!

"But my models aren't good enough to win an award!". Well, most of the models at any given show don't win an award, including tons of extremely good models. We have one First, Second, and Third place ribbon for each category. We DO encourage the judges to hand out "Judges' Highly Commended" ribbons, but in a highly contested category such as say 1/48th Single Engine aircraft, there might be 20+ entries. Lots of entries will go away empty handed. But this doesn't mean that an entry wasn't prize viewing pleasure for hundreds of people despite not having won an award. Some of the most interesting and enjoyable contest entries for me over the many years I have been attending shows have come away without the judges having placed a ribbon or plaque beside the model at the end of the show.

Three years ago in Vancouver BC, I entered my MiniArt WW2 Valentine tank kit at the IPMS Fall Show. At the end of the day, it was minus a First, Second, or Third Place ribbon. However, this entry "made my day" because a gentleman was introduced to me who wanted to meet the builder of the Russian Valentine. He asked the Show organizers who had built the model, they checked the paperwork, and discovered it was me. We were brought together and this fellow gushed positively about my model, stating that he had himself just purchased the kit, and was thrilled to see it already built and out on display. He was new to the hobby, and felt I had done a stand up job on construction, but in particular with my weathering techniques. He wanted to know all about how I had achieved my fine result, he said. We then spent 15 or 20 minutes discussing the project in detail, and he went away as pleased as punch that he had attended the show, and inspired to head home and get right into his own Valentine project.

So bring ALL your models to the show completed since the last one. Or that haven't been entered before. Hundreds of folks are counting on us all to provide them with a full day of viewing pleasure, and we never know which model might be the one to excite the most attention. It might be the P-47D or the Tiger 1 we toiled night and day for months on, getting everything just

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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

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. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

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. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2016 meeting schedule is as follows. All meetings are from **10 AM to 1 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. We suggest that you keep this information in a readily accessible place.

April 9 (Meeting, Bellevue)
May 14

April 23 (Show, Renton)
June 11

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
(if Renewing) First Middle Last
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____

Signature (Required by PO): _____

Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (Under 18 Years) \$17 Family, 1 Year: \$35 (Adult + \$1.00 for 1st Juvenile) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (airmail) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order Credit Card (MC/Visa/Amex)
 Credit Card No: _____ Expiration Date: _____

Chapter Affiliation, (if any): _____

If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

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2016 IPMS Seattle Spring Show at a Glance

Saturday, April 23

Registration - 9 AM until 12 noon*

Public Viewing - 9 AM until 3 PM

Judging – 12 noon until 3 PM

Awards Ceremony - 3:30 PM

Show Close – 4 PM

* Entries must be registered by noon for judging.

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Entry Fees:

\$10 for Adults (unlimited entries)

\$5 for Juniors

\$5 for Spectators

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have put the form on line for people to fill out ahead of time. Please feel free to download the form as a PDF from the address below and fill it out ahead of time.

<http://www.ipms-seattle.org/springshow/springshow-registration.php>

DO NOT FILL IN THE NUMBER! This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

PLEASE NOTE: There will be no names on the registration forms. The registration number assigned to your model when you check in for the contest will also identify you.

Raffle:

As in years past, we will have a raffle this year with lots of great models and model related prizes. You will be able to buy tickets at the raffle table during show hours. If you have kits you would like to donate as raffle prizes, please contact the raffle coordinator, Eric Christianson, at modelereric@comcast.net

Ticket Prices: 1 ticket - \$1; 6 tickets - \$5; 15 tickets - \$10

General web site address for Spring Show information: <http://www.ipms-seattle.org/springshow/index>

IPMS-Seattle Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 17. At their discretion juniors may enter senior classes)

001. Aircraft *

002. Armor *

003. Automotive *

004. Space Fact/Experimental/Future Technologies/Sci-Fi. *

005. Prefinished (any subject. must have some modification from out of the box)

006. Miscellaneous (incl. figures, dinosaurs, naval) *

BEST JUNIOR AWARD

AIRCRAFT:

101. 1/73 & smaller; all subjects *

102. 1/72 single prop, turbo prop and gliders *

103. 1/48 single prop, turbo prop and gliders *

A. Axis *

B. Allied *

104. 1/72 multi prop, turbo prop *

105. 1/48 multi prop, turbo prop *

106. 1/32 & larger prop, turbo prop and gliders *

107. 1/72 single jet *

108. 1/48 single jet *

109. 1/72 multi jet *

110. 1/48 multi jet *

111. 1/32 & larger jet *

112. Airliners, civil, sport, racing, airships; all scales *

113. Rotary wing; all eras & subjects *

114. Biplanes/Vintage Types *

A. 1/72 and Smaller *

B. 1/71 and Larger *

115. Miscellaneous; scratchbuilts, vacs & conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES & WEAPONS:

201. 1/35 & larger, closed top through 1945 *

A. Axis *

B. Allied *

202. 1/35 & larger, closed top after 1945 *

203. 1/35 & larger open top AFV, half-tracks & self-propelled guns *

204. 1/36 & smaller, all eras & subjects *

A. 1/36 & smaller (except 1/48), all eras & subjects *

B. 1/48 all eras & subjects *

205. Soft-skinned, all eras & scales *

206. Towed artillery & missiles, all eras & scales *

207. Miscellaneous; scratchbuilts, & conversions

BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

(Horse & rider, mounted or dismounted are a single figure. Two figures on base are a diorama.)

301. Smaller than 54mm (excluding 1/35)

302. 54mm (including 1/35)

303. Larger than 54mm

304. Sci-fi, Fantasy Figures and Creatures, Real Space

BEST FIGURE AWARD

SHIPS:

401. Powered - 1/700 and smaller *

402. Powered - 1/699 to 1/350th *

403. Powered - 1/349 and larger *

404. Unpowered, all scales *

405. Submarines *

A. 1/73 and smaller *

B. 1/72 and larger *

BEST SHIP AWARD

AUTOMOTIVE:

(All scales; non-military)

501. Factory Stock *

502. Hot Rods *

503. Custom *

504. Pick-up trucks *

505. Commercial Truck, Van, Fire & Rescue, Misc *

506. Competition - Closed Wheel *

507. Competition - Open Wheel *

508. Large scale autos/trucks, all subjects, 1/19 and larger *

509. Motorcycle *

BEST AUTOMOTIVE AWARD

SPACE FACT / EXPERIMENTAL / SCI-FI VEHICLES (all scales)

601. Space Fact *

602. Aerospace Testbeds & Record Breakers *

603. Sci-fi, Vehicles *

604. Sci-Fi Figures and Creatures *

605. Gundams *

Gundams 1/144 and smaller *

Gundams 1/100 and larger *

BEST SPACE FACT/EXPERIMENTAL/SCI-FI VEHICLES AWARD

DIORAMA / VIGNETTE:

(all scales) A diorama is two or more models relating to tell a story.

701. Aircraft

702. Automotive

703. Armor

704. Space fact/ Future Technologies/

Fantasy (Including dinosaurs)

705. Naval

706. Figure

BEST DIORAMA / VIGNETTE AWARD

OTHER CLASSES:

801. Collections (5 or more related models)

802. Flights of Fancy/Hypotheticals (all scales)

803. Animals/Dinosaurs

804. Group Builds

805. Miscellaneous (anything not covered above)

807. Modelfy

NOTES

a. Prior IPMS-Seattle First Place winning models are not eligible (except in Collections Category and Group Builds).

b. IPMS-USA National Contest Rules generally apply.

c. Head judges' decisions are final! If you have a question please contact them.

d. Only one category per model.

e. Where classes are subject to interpretation, the entrant may choose the category.

Judges may reassign models to a more appropriate classes at their discretion.

f. If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.

g. At the judges' discretion "HIGHLY COMMENDED" ribbons may also be awarded.

h. At the judges discretion categories may be split.

i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

j. There will be One "Best Out of the Box" award per designated (*) category.

k. Models in display cases during judging will NOT be judged. No exceptions.

1. All Out of the Box entries must have the kit instructions on the table with the model to be eligible for an OOB award.

Special Awards

Best Canadian Subject sponsored by IPMS Vancouver
Best British/Commonwealth Subject in Memory of George Allen sponsored by Robert Allen & Andrew Birkbeck
Best Submarine sponsored by Oregon Historical Modelers' Society
Best Bare Metal Finish sponsored by IPMS Tacoma Green Dragons/Les Sundt Memorial Chapter
Best Fire/Life Safety sponsored by Seaside Fire Service
Best 1/32nd Scale Aircraft sponsored by IPMS Seattle Spring Show Committee
Best Street Rod/Custom sponsored by IPMS PSAMA
Best Sci-Fi Subject sponsored by Galaxy Hobby
Dale Moes Craftmanship Award sponsored by George Stray, Roy Schlicht & Shawn Gehling
Best Middle East Wars Subject sponsored by Middle East Wars SIG IPMS/USA
Best U.S. Subject sponsored by Jim Read
Best French Subject sponsored by Djordje Nikolic & Jacob Russell
Best German Subject sponsored by Andrew Bertschi & Jon Fincher
Best Small Air Forces Subject sponsored by Mike Millette & Mike Medrano
Best Italian Subject in Memory of Stephen Tontoni sponsored by Will Perry & Ralph Braun
Best Japanese Subject sponsored by Tim Nelson, Ken Gunji & Woody Yeung
Best Pacific War Subject sponsored by Tracy White
Best P-40 sponsored by IPMS Albany, Oregon
KaylorMade Award for Outstanding Kitbashing sponsored by John Kaylor
Best 1/72nd Scale Bomber Aircraft sponsored by Fred May



Hurricane Bookshelf Magazine Rack: Ancient Mags Inspire Current March Madness

by Scott Kruize

Not quite sure how I first violated the purity of our club's devotion to plastic modeling - only - but somehow fellow member Bill Osborn found out that I've been a 'balsa butcher'. Perhaps notice was taken of some of my flyable re-creations slipping up onto our Show-and-Tell tables at occasional monthly meetings.

Be that as it may, when his wife told him that he needed to thin his aging magazine collection, he naturally thought of me. At February's Museum of Flight display, he gave me four enormous bags of old *American Aircraft Modeler*, *Flying Models*, and *Model Airplane News* issues. These dated from the late '50s up till the '90s or so, by which time only *M.A.N.* was still being published.

It's a kick to look at old advertisements, and see proof that lots of kits, such as 1/48th scale warplanes from Monogram, Lindberg, and Hawk, came out in the early 1960s and are largely still available today.



The bulk of the magazines are about flying models, though, with roughly equal proportions of free flight, U-control, and radio control designs. Pretty much all of them are all-balsa. I sincerely hope that creating balsa models - from kits or from scratch - does not fade away into a dying art. I find it as challenging, and satisfying, to build a flyable plane with my own hands and tools, as it ever was.

Of course nowadays you can go flying by merely flashing credit card information at a hobby shop or mail order house, and make off with quite sophisticated Almost-Ready-To-Fly airplanes, and even helicopters, made mostly of Styrofoam and other plastics.

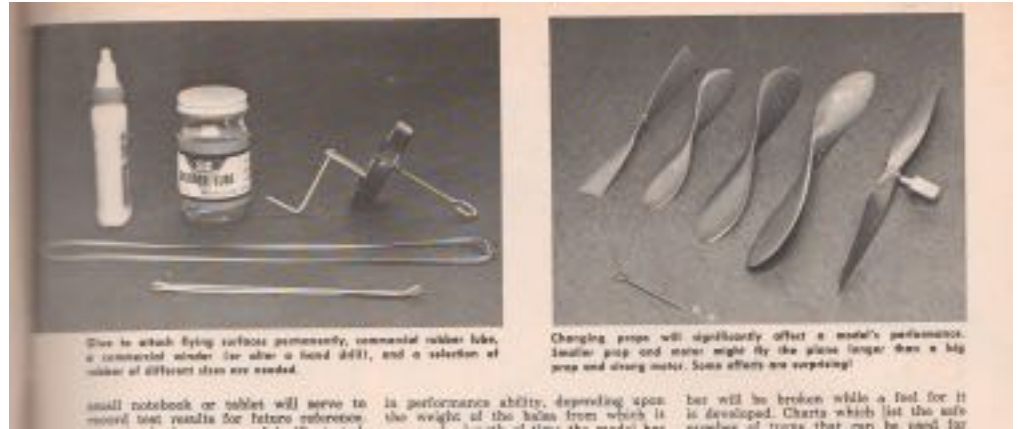
While working my way through this enormous pile of antique publications, I opened the November 1970 issue of *American Aircraft Modeler* and saw Bill Hannan, a famous modeler of rubber free flight planes, wrote up tips for better performance. His article was to encourage fledgling free-flighters (of any age!) to get decent flights from a plane that was then readily available everywhere: from grocery, drug, and department stores, as well as hobby shops. It was North Pacific's 'Sleek Streak', made in exotic, faraway Bend, Oregon.

The North Pacific models, with their very simple sheet balsa snap-apart 5-minute construction were the only planes I actually got to recognizably fly, way back Then. I did build a few of the Comet and Guillow rubber-powered free flight scale model planes, but the most I got out of any of them was about a 10 foot semi-powered glide into a crunchy crash landing.

So now I scrambled up into the attic and retrieved a 'Sleek Streak', still in its original plastic bag packaging. I bought it an 'eternity' ago, before North Pacific went bankrupt and sold its remaining assets to some rival company. The classics we flew as kids - the 'Star Flyer' and 'Skeeter', besides the 'Sleek Streak' -- are not now available from any normal source. You must go to eBay and pay a substantial premium.

My own kit is in mint condition, but because of its rarity, is far too precious to actually build and risk flying. My recollection from flying them way back Then: none lasted very long in use, and I don't want to consume this one.

But the next best thing is to reach into my still-substantial balsa reserve and scratch-build a copy. Here it is. I actually finished it this afternoon, after a couple of hours work, most of which was masking and airbrushing a reasonable (I hope...) facsimile of the North Pacific graphics and trim. And I have all the tools and accessories that Bill Hannan's article describes!



An extremely short preliminary glide flight into the living room showed I might be on the right track, so I took it out to our front yard for a slightly higher-powered test. I think it's workable.

I can't prove - but strongly suspect - that many of you fellow PLASTIC modelers dabbled from time to time with attempts like mine to get those old balsa kits assembled and flyable. I don't know whether, even with what I know now, I could get any of the more elaborate flying scale models to fly on mere rubber power, but it may be worth another try. Meanwhile, if an hour or so comes by without rain, I'm taking my 'Sleeker Streak' up to the nearby park. Let's see if it will fly at least as well Now as it did back Then.



A Trip Back In Time - Building a Vintage Kit

by Terry D. Moore

A few months ago I was tasked with building a model that is nearly as old as I am - A 1955 vintage Revell Douglas DC-7.

Back in the day, all of Revell's models were designed to fit a particular box size so the DC-7 is 1/122nd scale. Their Lockheed Constellation is 1/128th scale and their Fairchild F-27 is 1/96th scale. Later in the 1950s and into the early 1960s most U.S. model companies started producing kits in constant scales.

The kit I used was an original issue, meaning that the plastic was 60 years old and was considerably harder than the plastic used on most kits today. There are a minimal number of parts and assembly was rather straight forward, save for having to remove a handful of vastly overscale rivets. I used an aftermarket resin set from HaHen that included a new nose and new engine nacelles. The fit of the nacelles was adequate but I had to extend the upper intake to fit the nacelle, using epoxy putty. I also added square tips to the props and built it with the landing gear retracted. The model is mounted on the stand included in the kit. I had to prime the model numerous times because the fuselage seam kept popping open. I wish I had some vintage Revell tube glue - THAT would have held. I ended up using generous amounts of CA adhesive poured in through the windows that I opened up. For the upper surfaces I sprayed the model with Tamiya white mixed with Testors glosscoat. After it dried I rubbed out the finish with the DetailMaster polishing system. I then masked the white to paint the natural metal finish. One big problem I had at this stage was that I had to use surgical gloves to paint the finish. Talk about feeling ham fisted! It was a real challenge to handle the model, the paint, and the airbrush with which I felt like I was wearing ski gloves. Somehow, I managed to get by that. I primed the natural metal areas with Alclad Gloss Black Base. I let it dry over night before I sprayed the Alclad Polished Aluminum. Unfortunately, I had to repaint the Polished Aluminum several times, dealing with dust particles, scratches in the primer, and other things that stick out like a sore thumb on a natural metal finish. The decals came from Vintage Flyer Decals and were for an Eastern Airlines DC-7B. This was a fun project because I remember many kits of this vintage that I built. Fortunately, my abilities and talents have improved considerably!





2B or Not 2B

by John De Rosia

To Blog or not to Blog (2B or not 2B) – that is the question.

I just want to share my personal opinion about Seattle’s IPMS website. It is “one fantastic-one stop shopping” place for anything information-wise to do with local modeling in our area, as well as some great links to all over.

And the pictures alone outrank some of the other websites I have seen from within the USA and outside.

Just who maintains the website and is on call 24/7 to look at it, change things, fix things, and listen to the Seattle membership on ideas and such?

Let’s start with the word a ‘volunteer’. Yup! No one gets paid to keep our site a premium one for others all over the world to drool over. No kidding. And all the credit I will say goes to none other than John Kaylor.

Okay - if you did not know - he is also a well respected super duper knowledgeable high tech computer guy. While I was watching Fred Flintstones cartoons growing up - John was dis-assembling his family TV, the radio and Abacus to see how it operated. I’m almost believing he came up with those secret black boxes under the hood that makes a car run these days. He operates at a PH D mind level - yet is one of the most humble guys I know. I have even heard him talk in ‘orange’ – now that’s down to earth.

As all our club officers also do an incredible job volunteering their time to keep Seattle as one of the most talked about clubs – in a very high honorable way- all of these great people devote so much time to the club.

But back to the web side of the club. I think the version of the Guinness Book of World Records states: Next to the greatest US invention, the Apple Pie - comes the Blog”...well- some pages had the words wet from the rain but I’m sure that’s what it said.

So just what is this ‘Blog’? It’s nothing more than a ‘forum’ to write/tell your story (model wise preferred of course) – share tips, share in works projects as you go, talk about a new model you maybe just bought and would like to let the other know about, and of course provide pictures. Then as your Blog is ‘posted’ for the world to see – the world can comment, offer suggestions if you are in a dilemma on a step you don’t know how to do etc. But one of the coolest things is you get so many positive comments. What a boost on your topic.

Let me get one thing straight on this Seattle Blog (it’s a simple click on the main Seattle IPMS web page). Just who can post on the Blog?

You may not like the answer – but here it is.

ANYBODY!!!!

Yup - experienced, not experienced, airplane modelers, tank modelers, paper modelers, figure modelers, rich folks, poor folks, young, old, men, women, and ‘kid’ modelers (with parental supervision), and oh my gosh – people who build a lot of orange models. How about balsa wood builders, water tip building, dinosaurs, sci-fi - you name it - you can cover it on the Blog. 3D modeling and sharing?- would love to see stuff about it in the Blog.

The Blog is intended for fun, clean and everyday model stuff kind of things to share. You own the article, you can edit it, revise the text (if you do a write up on your topic), change pictures, and answer your ‘comment’ person and exchange dialogue.

One thing with the modern ‘gizmetry’ of technology is that you can make friends all over the world with nothing but sharing on the Blog.

I try to cover our meetings with monthly pictures for our website, but really enjoy doing a separate Blog on many of my projects. Let me tell you – in a galaxy far, far, away - well, a long time ago - I’d take some pictures of a model project – re-size them to ‘mega micro small’ so on a good day I could get three pictures in an e-mail to send to friends. Was all about size limitations on e-mails.

Then along comes the Blog - and I can add as many pictures for friends to see – and I now spend ZERO time to resize pictures. Is that cool or what?

Listen – by world standards - I’m the ‘old geezer’ when it comes to electronics. Not kidding - I only have to re-charge my personal cell phone maybe every three months. That’s how much I use it.

But if I can learn to Blog - so can you! It’s so easy, and John K is there every step of the way should you encounter problems doing your first Blog. It only took him like twelve times to get me to learn to hit the right buttons. Totally, my lack of knowing anything. Not his fault. When he indicated he may move to Siberia to teach the Eskimos to Blog – something about they may be smarter than I am, I finally learned - thank goodness. (Could also be attributed to that man thing – “you mean I have to read directions?”).

Just remember - to keep the wording and pictures ‘family oriented’ because we know the world will read our stuff. John K will get with you to set up your user account and password.

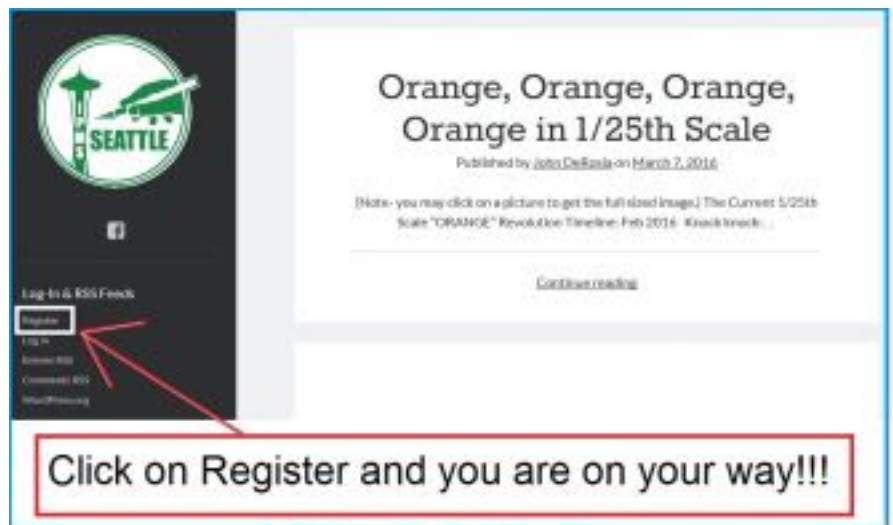
I help John a little by making sure the comments that we get for our Blog topics are clean, not spam and pills for bigger things and such.

Come on – join the fun...I dare you! 2B or not 2B?...and the answer is YES!

(Please see the two pics on how to get going on the Blog)



Picture 1 - Step 1



Picture 2 - Step 2

Airframe Workbench Guide - Aircraft Modelling, by Libor Jekl

review by Jim Bates

There are a few modelers out there on the internet whose work always catches my attention...Paul Boyer, Mike Grant, Tony O'Toole, Joe Youngerman, and the author of this new book, Libor Jekl. If the work weren't enough, the book is one of the few modeling manuals that is dedicated to 1/72nd scale modeling. (The only other one that comes to mind is the previously mentioned Mr. Boyer's *Building and Displaying Scale Model Aircraft*.) It appears to me that many how-to books often avoid 1/72nd subjects in favor of focusing on larger 1/32nd and 1/48th models. Maybe it is easier to illustrate the author's techniques?

The other unique thing about this small ring-bound book is that it is not an introduction to modeling or even a complete modeling manual. Jekl focused on more advanced skills, often related to finishing, and skipped all the basics. For example, the first chapter (on rigging) opens with the Gloster Gladiator in primer. Besides rigging, the book includes chapters on scribing, rivets, weathering, natural metal, and resin kits. The final chapter is interesting in that it gives the author's tips on how to finish models quickly...oddly named Kwik-building. All are worth considering, but the last one is possibly the most unique suggestion I've ever seen in a modeling book...to go out, take a walk, and get some exercise!

Each chapter is profusely illustrated with in-progress photos and each chapter has a gallery of the finished project. I do wish more words were included to guide the modeler in each step; the book looks like a gallery of Libor's work. (Which isn't a bad thing. Looking at his models is fun.) The only real complaint with the book is that there is no consistent layout. Sometimes a set of steps are numbered 1-2-3, sometimes it is A-B-C, and sometimes there are no labels for the steps at all.

I enjoyed the book and it is a quick and easy read. I picked up a few tips I want to try out; especially the decal-like rivets that were used on the Hellcat. (Obviously, I spent too much of my youth building old Airfix kits, since I am excited to try to add raised rivets to a model!)



March Madness: AKA...Things that Made Me Mad in March

by Jim Bates

Ever built a model so bad it killed your compressor? Yep, the 1/144th scale Minicraft Boeing 707 is that bad.

I bought the Minicraft 707 many years ago as I wanted a CC-137 in my collection and there is no way in hell I'd ever finish the Heller 1/72nd 707. I lusted after it for many years, but after buying it mostly used it as a dog gate; the box is that big.

Anyway, with the Minicraft version and J-Bot decals in hand, I was eager to dig in after I was asked to build it for the Northwest Scale Modelers display case.



The Minicraft 707 is well known for having shape issues with the nose. Out of the box it really doesn't look right, so I ordered a Contrail replacement nose piece off eBay. I admit I tried to be ok with the kit nose, but it just looked off. At this point in the project, I still thought it had promise. I attempted to modify the kit nose, but in the end I just tore it out and used the resin nose. The Contrail part has a much better shape, but it doesn't really fit. That's what filler is for, right? So I filled, sanded, and primed. There were flaws. I filled, sanded, and primed again. *&#%, more flaws. Again and again I repeated this cycle, as any remaining excitement ebbed away. This was slowly becoming a masochistic experience, without any of the supposed pleasure. I wanted this damn thing off my bench.

Of course, a deadline loomed large on the horizon. If this hadn't been for a display, it would have taken a nosedive out of my highrise's window and died a pitiful death. It would have been a justifiable homicide, too. But I persevered. At this point most of

the panel lines were gone, not that they were much of a loss. The panel lines aren't to scale and like the rest of the kit, pretty crude. The wing and horizontal stabilizer fit was...meh. But I had a model that looked pretty smooth, so I primed it again. Mr. Surfacer 1200...you are not my friend. More flaws. Damn you Minicraft! With only days to go, I pressed on. I did the best I could and was about to add the first coat of white when my compressor just stopped. At first I thought it was a fuse. Nope. Maybe it just needed a nap. Nope. Turns out the 707 is so bad, it sapped my compressor's will to live.

I had no choice but to use spray cans. The closest hobby shop didn't have any Tamiya white primer, so I had to settle for Humbrol Gloss White. The first coat went down nice and glossy, but I missed a few areas on the bottom. So a few hours later I added a second coat and...disaster. The 707's surface now resembled the moon. Screw you, spray can! I was able to Micromesh the surface and make it less moonlike, but my fate was sealed: I was going to finish this thing, but it was going to suck.

I assembled the engines and was glad that I no longer cared how anything looked. Good thing, as the engines are horrible - they have flat intakes! I started to apply the J-Bot decals and they were transparent. %\$#*. "What can I do to get this thing in the case?!" No way was I going to attempt the cheat line. I dug out some Leading Edge roundels and applied them. Of course, because this model was cursed, the fuselage roundels wrinkled up and never flattened out. I was done.

So there ends the tale of the worst model I've finished since I was ten years old. But it ended up in the Boeing Centennial display. Maybe a few MoF visitors will look at it. I just hope they don't look too closely!



Dagashi Kashi

by Robert Allen

One of the hits of the current anime season is an entertaining little show called *Dagashi Kashi*, which revolves around a candy store in a rural Japanese small town, a type of business that was once very common in Japan, but which has been threatened by the omnipresent encroachment of chain convenience stores. From my point of view, what's most interesting about the show is that the upper shelf of the store's meager offerings is filled with model kits. And what's even better is that the show has fun with it – a lot of the boxes are easily identifiable as Hasegawa, Tamiya, Aoshima, and even Airfix kits (exactly how many Airfix Lancasters are they likely to sell in a rural Japanese town?), but the anime's creators are careful not to show anything that is trademarked. Tamiya becomes Tomiya, and Datsun becomes Dasun. There's even the occasional joke about models.



Anime/manga and modeling have a history. One example is this screen shot from episode six of the alien-stranded-on-Earth-falls-in-love-with-Earthling love story *Ano Natsu de Matteru*. The speaker of the line "You're building that stuff again?" is the main character's older sister. Two episodes earlier, she borrowed one of his t-shirts - which had a Tamiya logo on it! The kit, of course, is a completely recognizable Hasegawa 1/72nd scale F-15J Eagle.





Another great example is *Oh My Goddess!*, whose main character is not only an avid modeler, but which has characters named Hasegawa, Tamiya, Fujimi, Aoshima, and Otaki. Yes, writer Kosuke Fujishima is in real life a modeler. In one story the friends (and the Goddesses) unearth a buried Kyushi J7W Shinden abandoned at the end of WW2, and rebuild it to flying condition. Both Hasegawa (in 1/48th scale) and Zoukei Mura (in 1/32nd scale) have issued kits with decals for the *Oh My Goddess!* version.



Then there's *Plastic Nee-San*, a gag comedy about three high-school girls and their model club. It's off-the-wall, fast paced (the episodes last about two minutes each), extremely silly, quite crude, and the attitude towards modeling (and everything else, to be honest) is less than respectful. But it's funny.

I'm not even going to get into *KanColle*. If you're a WW2 ship builder, and you don't know what I'm talking about, Google it!





IPMS Journals (and Other Magazines) for Sale

by Wesley Moore

I am "de-accessioning" my old IPMS mags:

- IPMS/USA back to late 60s
- IPMS/UK back to 60s
- IPMS/Canada back to to god-knows...

and a few others:

- Smithsonian Air & Space back to the beginning
- Flight Journal back to Vol. 2

Nominal prices (make a bid), but you have to help me dig them out of my garage.

walkermooore@seanet.com

PrezNotes

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so. Or it might be the more obscure Bloch 131 or Humber Mk.IV armored car built out of the box. Or perhaps it is the latest Chieftain Mk.10 main battle tank from Takom, or the ancient Pyro Avro Biplane

of 1911. Bring them all, so as to avoid disappointing someone!

See you all at the April meeting!

Cheers,

Andrew

Meeting Reminder

Meeting: April 9 (Bellevue)

Show: April 23 (Renton)

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.

