

Seattle Chapter News



Seattle Chapter IPMS/USA
August 2019

PREZNOTES



Washes, Filters, Streaking, Earth Effects...(Don't Get Fooled)

Take a look around your modeling area. If yours is anything like mine, you will find bottles of stuff that say 'Wash', and 'Filter' and maybe 'Streaking Grime' or 'Dust Effects' on the label. What if I told you that, apart from the color, they all work the same? Read on and maybe I can save you some money.

Mastering these techniques (using washes and filters, etc.) will elevate your weathering skill set like no other. But it helps to understand what's going on here. First, a very brief description of each technique for the under-initiated.

A Filter is a very thin mix of color and thinner that subtly changes the color of your painted model with each layer you apply. Try throwing the remnants from a pot of coffee into the kitchen sink and let it drain. To your eye, the sink looks basically the same, but it has just received a thinned sepia-brown filter. Turn on the faucet and you will see the 'filter' rinse away. If you let the coffee dry in the sink, and repeat this over and over, your sink will soon look coffee-brown. That's how filters work. By using layers of this very thin mix you can alter a basic surface to any shade you desire, which is an excellent way to create depth on an otherwise monochromatic finish. The key to a filter is that it is applied to a flat (non-glossy) surface. That way the color covers the entire (target) area and doesn't simply run into the cracks and crevasses.

A Wash is opposite from a filter. While it is also a thin mix of color and thinner, it is applied to a glossy surface. This is because you want the wash to roll off the open areas and gather in the cracks and

along panel lines and around the edges of raised areas. Instead of changing the color of the surface like a filter, a wash highlights and enhances detail, creating the 'pop' that many modelers strive for.

Streaking and Dot Washes are just other kinds of wash, and as such, are applied to a glossy surface. Where these techniques differ is that the color is applied full strength, and allowed to dry completely. Once dry, the (streaks and/or dots) are 'stumped' (worked around with a short-haired brush slightly damp with thinner). The glossy surface protects the underlying paint and allows you the time to get things just right.

So – what did I purposely leave out of the conversation so far? Product. That's because it doesn't matter what modeling product you use for these techniques. It's all a matter of thinning, and the surface you are working on (glossy or flat). All types of products act generally the same; enamels, acrylics, lacquers, oils, or gouache. I personally prefer the working time and pigment size of (tube) oil paints for washes and filters, but I also really like using gouache for winter schemes and road grime.

In conclusion, it doesn't have to say the word 'Wash' or 'Filter' on the label to be

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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 \$15 per annum, and may be paid to Twyla Birkbeck, 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 425-885-3671 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 2019 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.

August 10

October 5 (VFW Hall, first Saturday)

September 14

November 9

IPMS/USA MEMBERSHIP FORM

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Airfix 1/48th Scale North American P-51D Mustang

by David Dodge

This is one of the new Airfix 1/48th scale releases, on the heels of their 1/72nd scale release. Compared to Legacy Airfix, this kit is cleanly molded with great detail and amazing fit. There are some different approaches to the moldings and how the kit fits together I will highlight those in the review. Some will complain about the panel lines. But that is opinion and they can be filled and sanded.

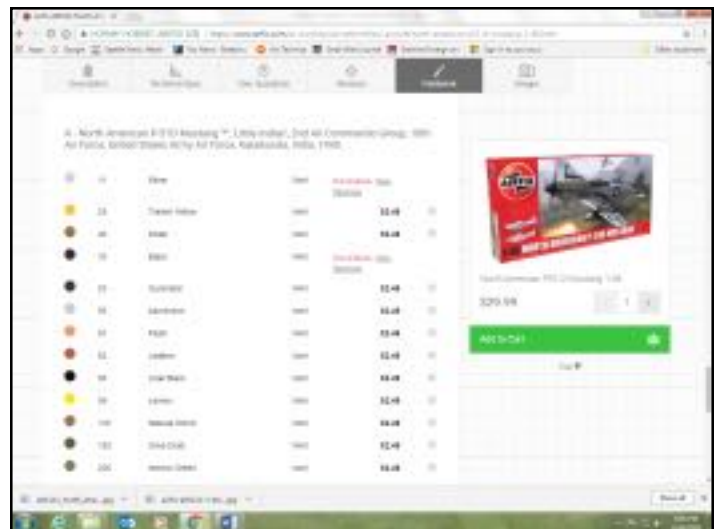
We can thank North American Aviation for proposing to the British a more modern aircraft design. The Brits wanted someone to build P-40s. The prototype appeared 102 days after contract signing. Initially fitted with an Allison engine, it suffered from poor high altitude performance. Once fitted with the Rolls Royce Merlin engine the design came into its own as a world beater. The rest is the history we all know.

You are greeted by a 16-page instruction booklet, a decal sheet and six sprues all in a single poly bag. Including the clear parts. The plastic is the new Airfix powder blue grey that is somewhat soft but appears durable.

The instructions have red shading to indicate the locations for the last built assembly. The part callouts are in bold and circled. The paint callouts are in lighter font. They are Humbrol numbers and there is not a complete number list in the instructions. The color callouts in the Decal and Color sheet (Pg 14 and 15) are only for the chosen markings. Airfix does publish a list on their web site, as seen to the right. There are options for poseable control surfaces as well as landing gear and two versions of tail assembly with two fillet styles. There is no sprue map included.

Things to consider before building:

1. The tail is not integrated into the fuselage molding, it is separate. I recommend that at this assembly point, you glue both the tails on the fuselage and then tape the halves together and monitor how it sits and make adjustments to keep it vertical. The molding generally keeps it close but horizontal stabilizers are aligned by this part and a slight angle on the vertical will show up with the stabs and the main wing alignment being off.
2. The cockpit, behind the cockpit, coolers, air scoops and the tail wheel are all blobbed onto one assembly that gets integrated into the fuselage in step 23. This is unusual, but the fit is pretty good and doesn't require any putty.
3. The control surfaces and flaps are poseable. Pay attention during assembly.
4. The main gear doors are assembled together and it becomes part of the gear well, these parts should be painted before assembly since the outside color will be very hard to spray once assembled and you won't be able to get a good airbrush coat due to the angles.
5. Generally the kit goes together quite well with very tight fit in most cases. The plastic is a bit soft, delicate parts can be easily bent without much force.
6. The landing gear is indexed for angle in both axis. Since the plastic is soft, I recommend you drill and reinforce the upper leg as I dropped the kit twice during detail painting and sheared off both legs, and I never got the angles back, and it looks bad. I chose to let it go as more tinkering was going to make it worse.
7. The canopy cross brace has interference with the radios, not a problem if the canopy is opened. I closed it and left it off.



This is a genuinely nice kit. I did not check for dimensional accuracy. It looks like a Mustang, what can you say? There is enough detail in the kit to make a nice build and the aftermarket parts are out there. The fit is sharp and clean, the only places where you might want to pay attention are the gun bays where the fairing fits into the wing. Since the vertical and horizontal Stabs are a different assembly method from standard, this required some putty to fill some misalignment I had by not paying attention, not much was needed, your mileage may vary. I chose to do the Aircraft from the 2nd Air Commando Group, 10th Air Force, USAAF in Kalaikunda, India in 1945. I left the rocket tubes off but put the drop tank pylons on just to spin it a bit. The silver, black lightning bolts, and OD anti-glare appealed to my finish ability, I like simple.

With the exception of dropping the kit twice during finish and busting the landing gear, the build was relatively simple and straightforward. The instructions are relatively clear about placement and orientation, an experienced modeler will have no problems with this kit. It's well suited for a beginner that wants a challenge as well. My last aircraft kit was built over 30 years ago, so this is a nice surprise to see Airfix step up their game and compete with the likes of Tamiya and Hasegawa.

Before I dive into this portion I want to qualify or at least set the context for this portion of the review. My last experience with spraying silver paint was with Testors Silver (1/4 oz bottle stuff) on a T-33 in the early 1970s. Yep I can hear all the "You dumb ass" comments throughout the modeling realm. Be that as it may, the silver painting technology has progressed in the intervening decades, and yes I still have that T-33 and it's still tacky to some extent. So I proceed to get some more modern experience with more modern tech paints.

Since returning to modeling I have been replenishing my paint stash of Model Master with Mission Models Acrylics. I like the way this stuff works as it is very close to how the Model Master sprays, I lays down a visible coat that doesn't start transparent and takes you a gazillion coats before you can see anything, and then it's too late. Others may disagree, but my hat is in the ring now and I have to work with it. Besides Mission just released their metallics and I wanted to see what changes I can look forward to.

I acquired some Mission Metallics for the project and decided on using Duraluminum ((MMM-005). I consulted with John Miller, a club member and proprietor of Model Paint Solutions (modelpaintsol.com) for guidance on how to proceed. John is my go to guy for Mission Models paints and guidance as well as general airbrush help. So armed with information I proceeded to mask everything and coat everything with Mission White Primer (MMS-002). After it set for a day or two (though it was dry and set in less than a day), I decided to wait. I proceeded to micro sand the surface to minimize the impact and enhance the metallic finish. DISASTER! While sanding, some of the primer lifted completely off the plastic. (See the photos). After consulting with John, it was determined that improper surface prep was the culprit. Not the paint's fault. Ok, back to the "Dumb ass" comments. I was able to recover by cleaning and respraying the primer.

Back to sanding and prep. Once that was done, clean and prep for the silver. OK, that looked like it was gonna be pretty easy, only one area to mask for the OD anti-glare panel (shoulda done that first). I used Tamiya tape to mask off the AG panel and shot the green. and the canopy frame (Eduard Masks taped that up). Overall the metallic paint was pretty durable, but it peeled off of the primer. Not everywhere, but it may also be a surface cleaning problem. I went back to John and he said to again clean and respray. Despite the patchwork look, the silver was easy to repair and it blended pretty well.

My experiment so far has taught me to be meticulous on the plastic prep, so back to washing the kit before doing anything, wear hand protection and anti-oil or anything.

Need to think through the paint masking and layering. And this was a simple paint scheme. I have several aircraft and jets that will require metallic paint schemes and this is where I will go in the future as I really didn't have issues with how the paint performed, just that it won't stick to dirty surfaces.





There are two decal schemes that come in the box, the Far East AAF from the 10th Air Force mentioned above and "Jersey Jerk" from the 361st Fighter Squadron, 356th Fighter Group .

The decal sheet is extensive and includes gobs of stenciling registration, is accurate, and the decals are easy to apply and didn't give me any problems. I chose not to apply ALL the stencils and strategically chose the ones that are pretty obvious and contributed to the variety of the visual cues. There were over 50 separate stencils that matched both sides so that would make a very busy kit. But I was being lazy and I admit it.

I decided with all the problems I had with painting that I wasn't going to risk mucking it up, so I decided discretion was the better part of valor and backed off.

I got this review kit and after essentially completing the construction, I was at a technical conference for work and ended up having a mini-stroke, so even completing this review is an accomplishment. I was delayed for over six months with occupational, speech, and physical therapy. Then I had to overcome the loss of momentum, and attitude. This problem is not unique to stroke victims, it is a problem with all modelers as there are lots of partially built kits we find at Auctions and estate sales, and occupy the "shelf of doom" in everyone's lives. I probably have more problems with typing the review than building the model, as I have to review the text as the left hand seems to have a mind all its own and isn't back to 100%. Growing old is a side effect of living.

I would like to thank Airfix and Hornby Hobbies for providing this kit for review, and to IPMS USA for giving me the opportunity to review it.





Panzer III On The Battlefield 2, by Tom Cockle

reviewed by Andrew Birkbeck

If you are a student of WW2 German armored vehicles, or enjoy modeling subjects such as the German Panzer III and Panzer IV, then the name Tom Cockle should be very familiar to you. Mr. Cockle is a prolific author on such subjects, and has written or co-written books for Osprey Publishing, Concord Publications, Squadron Signal Publications, as well as European publisher Peko Publishing. Mr. Cockle is also a frequent commentator on such matters on military vehicle model websites such as **Missing-lynx.com**. The book under discussion today is the 18th volume in this wonderful series by Peko Publishing. I have eight of the titles in the series so far, and plan on picking up others as my reference budget allows.

Volume 18 follows the tried and tested format of the previous titles. The book starts with a two page written historical piece which begins, "There were many variants of the Pz.Kpfw. III designed and produced to fulfill a specific role in the German Army in World War II." This written piece goes on to describe various Panzer III artillery spotting tanks (Panzerbeobachtungswagen III), followed by a discussion on the production of amphibious or Tauch-Panzer IIIs. While there is nothing on the cover or in the title of this book that indicates these are the subjects to be covered, I thought well, okay, guess these are the vehicles we are going to learn about today via the photos and captions. However, as I leafed through the pages of this book, it wasn't until page 67 that I came across the first photo of a Tauchpanzer III. The first Panzerbeobachtungswagen III, a Pz.Bef.Wg. III Ausf. D1, doesn't appear until page 81.

The book consists of the two-page written "Introduction", followed by 102 pages of black and white period photos. The pages measure 11" by 8.25". Each page is limited to one photo, plus a written descriptive caption. The photos measure 10" by 6.25", thus providing excellent detail for the most part. Most of the photos are well reproduced, with the occasional slightly blurred one. The captions are excellent, pointing out key details on the vehicle concerned so the viewer can pinpoint that the tank is a Panzer III Ausf. B, or Ausf. F etc.

The first vehicle photo in the book, Page 8, shows a Panzer III Ausf. B, and the caption points out two hinged circular brake access hatches which were specific to the Ausf. B. THIS is the kind of information I as a modeler LOVE to get in a caption. From Page 8 through to Page 67 shows Panzer III Ausf B's through Ausf N's, describing the various features of each mark as the series progressed. Starting on Page 67 we are introduced to the Panzer Ausf F/Tauchpanzer. Photos of the Tauchpanzer then occupy the pages up until Page 80, which depicts a Tauchpanzer III Ausf. H. Page 81 then transitions to the first of the Panzerbeobachtungswagen IIIs, with a Pz. Bef. Wg. III Ausf. D1, culminating on Page 108 with a Pz. Beob. Wg III, converted from a Pz III Ausf G. The final two pages of the book are of Flamm Panzer IIIs.

For anyone interested in German tanks of WW2, and the Panzer III in particular, this is a gem of a book. Well-chosen photos, most of which are reproduced to a high standard, and described with intelligently written captions by someone who knows his Panzer IIIs. This book comes HIGHLY recommended. My thanks to Casemate Publishers for providing IPMS USA with the opportunity to review this excellent tome.



This is a Panzer III Ausf. B, an early model of the Panzer III series. It is shown in a field, with a soldier standing next to it. The tank is equipped with a main gun and a secondary gun. The soldier is wearing a long coat and a hat. The background shows a flat, open field under a clear sky.



This is a Panzer III Ausf. H Tauchpanzer, a tank designed for amphibious operations. It is shown in a field, with a building in the background. The tank is equipped with a main gun and a secondary gun. The soldier is wearing a long coat and a hat.

Seminar Questionnaire Results

by Eric Christianson

The results are in from the Seminar Questionnaire that was handed out a few meetings ago, and it looks like a lot of you are very interested in presenting and attending short, late-meeting discussions on various modeling-related topics. Some topics clearly stood out, with Working with Photo-Etch, Figure Painting, Magic Tracks, Paint and Thinner Mixing Ratios, and Photography leading the list - in fact, every single subject had at least one interested modeler!

Possible Topics for 30-minute 'Mini-Seminars' given near the end of our General IPMS meetings:

Painting & Detailing Blue-Water Navy Ships

- 1__ Assembly Steps
- 3__ Painting Order and Technique
- 9__ Photo-etch railings and other PE-detail
- 8__ Modeling Ocean Water

Painting & Detailing Aircraft

- 5__ Engines
- 5__ Cockpit consoles and panels
- 4__ Seat belts and Seats
- 3__ Rigging and Antenna Wires
- 4__ Under-wing stores and wheel wells
- 5__ Canopies (Preparation, Masking, Tinting, Painting)

Painting & Detailing Armor

- 8__ Working with Dragon 'Magic Trac' & sectional track
- 3__ Painting On-board equipment
- 4__ Replacing plastic side-skirts with tin or heavy foil
- 3__ Engines and Transmissions
- 6__ Winter Camouflage Techniques
- 4__ Assembling and Attaching Tow Cables
- 3__ Weathering Track and Tires
- 1__ Suggested colors by conflict, belligerents, theater

Painting & Detailing Automobiles

- 2__ Surface Preparation, Priming and Paint Selection
- 2__ Interior detailing
- 4__ Weathering rust buckets
- 2__ Engine and engine bay
- 1__ Detailing Door & Hood Lines
- 1__ Auto anatomy - hot rods and muscle cars
- 1__ Auto anatomy - Formula 1, Indy, NASCAR
- 1__ Auto anatomy: Motorcycles
- 2__ Auto Anatomy - Heavy Trucks

Assembling and Painting Figures

- 5__ Paint Selection (Oils, Acrylics, Enamels) and Steps
- 9__ 1/35th scale Figures for dioramas
- 8__ Painting Faces
- 1__ Assembling 1/35th Scale Figures

Introduction to MIG Finishing Products

- 5__ Dirt and Mud using Pigments, Sand, and Plaster
- 7__ Filters, Streak Washes, and Pin Washes using Oils
- 5__ Dust, Sludge, Grime using Pigments
- 6__ Dry Brushing and Metallics using Oils and Pigments

Diorama Basics

- 3__ Modeling Snow
- 5__ Bases and Roadways
- 5__ Mud, Dirt, and Grass
- 8__ Bushes, Trees, and Shrubbery
- 5__ Structures, fountains, and fences Oh My!

Airbrushing

- 5__ Equipment Options, Set-up and Clean-up
- 10__ Paints, Thinners and Mixing Ratios
- 8__ Building a custom spray booth
- 3__ Airbrush Technique

Photographing Models

- 8__ Creating your own tabletop photo-studio
- 7__ Digital SLR settings and technique
- 10__ Point-and-Shoot settings and technique

Photo-Etch Basics

- 5__ Recommended Products Lines, Examples
- 7__ Clipping, Preparing, Bending Tools
- 10__ Attaching and Painting
- 5__ Soldering and Joining

Resin Basics

- 4__ Recommended Products Lines, Examples
- 7__ Cleaning, Strengthening, Attaching and Painting

(Miscellaneous Subjects)

- 4__ What Judges Look for in Contests
- 2__ Decals and Dry Transfers
- 1__ Creating Custom Decals
- 1__ Masking Techniques

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|--|--|
| 5__ Scale Effect and Modulation using Paint | 2__ OnLine Modeling Database for Kits and Supplies |
| 7__ Weathering with salt, hairspray, and rubber cement | 1__ Weathering Techniques using Gouache Acrylics |
| 7__ Using Metalizers and Alclad Paints | 1__ Create Smoke, Fire, Water Effects |
| 8__ Filling seams without Putties and Sanding | 1__ Scratch Building Materials & Techniques |
| 4__ Our Favorite Essential Tools and Supplies | 1__ A Treatise on WWII Radar |
| 4__ Our Favorite Homemade Jigs | 1__ 3-D Printing |
| 5__ Building a Vacuform machine | 1__ Eric's 15 Paint/Weather Steps from Begun to Done |
| 5__ Working with Vacuformed Kits | 1__ Clean, Tag, & Bag - Secrets to Speeding up the Build |
| 2__ Selecting your First Model Kit | 1__ Selecting and Buying Brushes for the right task |
| 3__ Our Favorite Online and Hard-copy Resources | |
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Upcoming Model Shows

September 21 - Oregon Modelers Society Fall Model Show. Camp Withycombe, 10101 SE Clackamas Rd., Clackamas, OR. For more information please visit the club's website at

<https://ipms-oregon.org>

September 28 - IPMS Boise Fall Show. Foothills Christian Church, 9655 W State St, Boise, ID. For more information please visit the club's website at

<http://ipmsboise.org/fallshow.html>

October 12 - IPMS Vancouver Fall Show. Bonsor Recreation Complex, 2nd Floor "Arts Room", 6550 Bonsor Avenue, Burnaby, B.C., Canada. For more information please visit the club's website at

<https://ipmsvancouver.squarespace.com/>

Photo of the Month



Bellanca C-27. Source: Experimental Aircraft Association (EAA) Radtke Collection (Radtke070)

A Selection of Jim Schubert's Models

photos by Tracy White





Franklin PS-2 Texaco Eaglet
Coast-to-Coast USA
1929
Czech Master Resin Kit
1/72 Scale
Jim Schubert



IMPERIAL JAPANESE NAVY SHIP 'YAMATO'
TYPE B-T, LONG RANGE SCOUTER, 3 BARRAGE
OFF CAPE BLANC, INDIA 281
SEPTEMBER 9, 1942



Panzer IV F2F 200
VK 100.01 "Maus"
Hebenschwerer Panzer
1943-1945
Hobby Boss Build-Up Model
1/72 Scale
Jim Schubert



Lotus 29 Ford
Jim Clark
Indy 2nd Place 1963
IMC Kit
1/24 Scale
Jim Schubert



Bell UH-1H "Huey"
in Argentina used by Falkland
Island Govt Air Services.
"Huey" "Huey"
Hasegawa kit
1/72 Scale
Jim Schubert

Bell UH-1H "Huey" Helicopter
Designed by Bell Helicopter
Company, manufactured by the Bell Helicopter
Company and used by the United States Army,
Air Service and Civil Republic for Government
and Civil Communications.
Scale: 1/72
Modeler: Jim Schubert

"Rescue the Helicopters"
1/72 scale
This Bell UH-1H was left in the Falklands by the
Argentinians. As all Falkland Islands Government Air
Services (FISAS) planes were destroyed in the war, the
Bell UH-1H were refurbished and painted in the colors of
the FAA in London. It is now in a museum.



Electro-Motive 530-1000
Diesel-Electric Locomotive
NASA Railroad
1963-to Date
1/87 Scale
Jim Schubert

Locomotive, NASA Railroad
1/87 scale
This model
NASA operates its own 26 mile short line railroad at Cape
Canaveral in Florida, hauling everything from solid rocket
booster segments to large helium tanks.
Model Maker: Jim Schubert

It's Official! Undeniable! The Earth Shook – The Sky, Too!

by Scott Kruize, R. S.

All over the news now is how we're at the 50th Anniversary of the first Apollo moon landing. So far, Sandy and I have watched several hours worth of documentaries about this epochal event on PBS Channel 9. We've still got more to go. It's all led my memories back to the Apollo mission days – before smart phones, laptops, video recorders, and all our other electronic marvels. An important spinoff of the Space Program was the enormous increase in computers and electronics technology generally. All of us use these marvels, often without appreciating why we have them. Particularly aggravating is hearing “Why are we spending all this money on space when we should be spending it on all our problems here on Earth?” Because no money is spent in space: it's spent here! For benefits of research and development right here and now on Terra Firma...and the promise of the value of scientific research and exploration unfolding into the future, in ways that we can scarcely imagine right now...

OF COURSE I had to go to the Apollo 11 Exhibit, “Destination Moon”, at our own Museum of Flight. Sandy and I took grandson Charlie to it and were impressed with the long set of placards, photographs, artifacts, and models that started with Dr. Goddard working on a shoestring, to the V2 program that consumed such vast resources, with such destructive effects, during the Second World War...then to Sputnik in the beginning of the 'Space Race' against Soviet communism, finally leading Museum visitors up into the room with the Apollo 11 Command Module all burned and toasted; the real thing!

All this got me to thinking how some special modeling endeavor might serve as personal celebration of space exploration.

Sandy and I enjoy visiting garage sales and go 'thriftcenter-ing', especially on their sale days. Not looking for anything in particular, just snapping things up that happen to be there at the time, which may be useful or entertaining at some future date. I am quite unable to walk away from anything hobby-related, so over a few years, I've picked up quite a lot of model rocketry kits, parts, launchers, and even model rocket engines, still in original blister packs. Was this all donated to thrift centers by mothers tired of unused gifts to their kids, once accepted with great enthusiasm, then never played with? Those moms getting rid of things = my gain.

By some convoluted mental processes I don't understand now and never have, a connection was made between all this current space exploration history, my intention to honor it, and my thrift center acquisitions...

What happened next took place at King County's only Authorized Rocket Research Site, such as it is. It's a.k.a. 60 Acres Park:

PRESS RELEASE URGENT! Scott Kruize is a ROCKET SCIENTIST!!

After successfully flying two teeny plastic Estes Ready-to-Fly rockets on 'A'-sized engines (their smallest), then two successful flights of Estes' 'Mighty Mite' medium-sized rocket (kit with only Level 1 modeling skills), using 'B'-class engines...

Professor/Engineer Scott flew his OWN design!

That is: he researched, conceived, designed, engineered, built, and FLEW his 'Art-Deco-1', with a 'C'-class engine. It flew PERFECTLY!! Straight up to an impressive altitude...then pause...BIP!...then...um...

Uh...return to Earth was a bit problematical; a 'technical glitch' was encountered. Estes model rocket engines pause after the thrust phase of exhausting downwards, for a couple of measured seconds, then shoot a much smaller gas jet upwards to facilitate rocket recovery. The idea is for the nosecone to separate, ruining



the rocket's aerodynamic sleekness, and allowing deployment of a streamer, or better yet, a small parachute. On this first flight of this new rocket, when the delayed-action aerial disassembly charge went off, the nose cone and packed parachute popped off the main body and deployed beautifully...but unfortunately, the retention cord – a mylar ribbon – holding the subassemblies together heated and snapped in two. The cone and its parachute came slowly and gracefully down, landing near enough the launch pad for relatively easy retrieval. The main rocket body, after a tumble or two, and under the influence of Earth's gravity, settled into a course aimed straight down, stabilized by its generous fins – in unique Art Deco shape. It achieved even more impressive terminal velocity, and came down JUST over the fence protecting the wetland preserve adjacent to the park. Unless some rocket-recovery service or a stray coyote took it, it's still there...

As the 'Art-Deco-2' was constructed with similar engineered fittings, Prof./ Engineer Scott made the Executive Decision to hold off flying it, and instead flew the 'Mighty Mite' again. With such success on two flights with 'B'-class engines, why not try a C-class?

That's my Press Release. I know it went out...Ken Murphy got it, and commented:

"Amazing! Congratulations Herr Professor Engineer Kruize! Such success so early in your space program. Just a couple of bugs to work out and you'll be there. The failure of your last experiment was clearly the results of a miscalculation of energy x mass / structural integrity. Your vivid picture of the results is evocative of the aroma of burnt plastic. I'm sure your next test will be another fantastic success!"

Strange to relate, it seems not to have been picked up by the major international news services. Oh well, the exclusive readers of this publication are really the most important recipients...

I asked TomK to come help me on this first attempt to shoot off model rockets. Back in elementary school, his science teacher decided to mentor his students in elementary rocketry. They all built simple Estes rockets which they then went out and flew from a playground. That's more experience than I'd had, so I was happy to have him along to help.

[TomK is not to be confused with TomR. All my friends are 'interesting', but TomR's the person with the 3/4-sized F-16 fiberglass jet fighter plane taking shape in his driveway, between his sessions visiting with the aliens in their interstellar spacecraft. TomK is a Boeing CADD draftsman and CATIA expert, whose main interest in space aliens and the like is just that he's a devoted STAR TREK fan. He's only recently retired, so he now has time to play rocketry with me. His account follows.]

TomK: "As his 'Sancho Panza' I came along because unlike our Rocket Scientist here, I actually built and flew Estes rockets when I was 11 years old, as part of an after school elective.

So, while I trusted "Don" Scott's modeling abilities, I was wary if this large assortment of thrift-store collected parts, engines, igniters and such would be put to correct use.

I was OK with his early attempts, albeit with the measly little A engines that left me with the feeling I could have just thrown the 4-inch rocket higher, considering it turned back toward Earth before the rocket even ejected the chute (which melted due to insufficient wadding).

We also had problems with the thrift-store launcher, its loose battery connections, and iffy "3-2-1-ummmmm" performance.

But at the end, when we finally got to his larger home-built model, running the C6 engine (about time), and the usage of shiny Mylar ribbons as his "shock" cord and parachute lines had me wondering,



Then, as they said in *The Right Stuff*, "all our rockets blow up". The first big one went pretty well, the second one resulted in the pic Scott took.

Next time, I'm bringing a chair - and a helmet."

Conclusion: even MODEL rocketry's still problematic...things don't always follow the 'Nominal Mission Profile' plans. But it wouldn't be called 'Rocket Science' if it were easier and simpler, eh what? So 'Art Deco 2' is in my version of the Vehicle Assembly Building – rather smaller than the one in Florida – for some equipment-fit changes before its maiden launch. My budget doesn't compare favorably to NASA's, even in an age where we've somehow let FIFTY YEARS pass without manned missions to Other Worlds. Still, my experimental rocket will fly soon, and my space team – small but loyal – is confident of ultimate success. So as Jon Fincher would say,

That's my Story...and I'm Sticking To It!



'Art-Deco-2' Specifications:

Type: amateur sporting model rocket

Construction: fully compliant with NAR-HIAA Model Rocketry Safety Code:

- Body tube: 1 -diameter cardboard (gift wrap core)
- Nose Cone: lathe-turned medium-density balsa block
- Fins: 1/32 -thick sheet polystyrene
- Fin streamlining pods: styrene 'ordnance' from spares box
- Launch Guide Tubes: plastic straw
- Engine Retention cam/tab: styrene sheet
- Body covering: self-adhesive signmaking vinyl

Overall Height: 22 inches

Span (across stabilizing fins): 7.5 inches

Empty Weight (less engine): 3.5 ounces

Power: Class 'C' engines = 10 Newton-Seconds

Platz 1/72nd Scale Su-27SM2/3 Flanker B "Updated"

by Jacob Russell

Platz's Sukhoi Su-27SM2/3 Flanker B kit is a collaboration between Zvezda (plastic parts) and Cartograph, Platz and Rocketeer Design (decals). The sturdy box contains 172 injection molded parts on eight sprues.

My initial impressions of the kit are positive. The parts are well molded with flash confined to the upper fuselage and some tiny detail parts. These pieces are some of the smallest injection molded pieces that I have ever seen and they will be hard to hold, let alone paint.

The sprue attachment points are well located so it will be easy to remove the parts without damage. I would use sprue cutters or photo-etch scissors to remove the smallest parts from the sprues so that you don't lose them.

The surface detail consists of finely recessed panel lines with raised detail where appropriate. You might want to use scribing tools to chase the panel lines. They are a very fine and may disappear under the paint unless you spray extremely thin coats.

The upper fuselage is divided into two sections and the lower fuselage is a single piece. I am not an expert on Sukhoi aircraft but in my opinion it appears Zvezda has captured the graceful lines of this enormous aircraft.

The cockpit is a bit basic. You get decals for the side consoles and instrument panel. The ejection seat is also simplified in detail. If you want an open cockpit I would use an aftermarket resin seat or the kit's pilot figure, which is pretty good. You have your choice of seated or standing pilot figures. There is also a boarding ladder and a set of wheel chocks. These are nice touches.

The landing gear is very well executed. The front gear in particular is complex and highly detailed. The rear landing gear is convincingly beefy and the two-piece rear wheels look the part. The kit also includes closed landing gear doors so you can also build the Su-27 "in flight".

The exhaust nozzles are well executed. Get out your favorite metallic paints and go to town in this area. The Su-27SM2/3 has ten hard points for armament, including a pair between the engines on the lower fuselage. There are eight different types of under wing mounts for armament and they are all well detailed. The kit includes R-27R, R-27ET, R-73 and R-77 guided air-to-air missiles and Kh-31A/P guided air-to-surface missiles. These missiles are well executed. The fins are slightly over scale but you can thin these down for greater realism.

The box bottom also includes a two-part travel/display stand that you can cut out and fold. The instructions indicate that you can use the stand to transport the model. I suppose that there is only one way to find out...

The instructions are well done. They include a parts map, excellent illustrations, and an easy-to-follow, logical build sequence. Color callouts are for GSI Creos (Gunze) Mr. Color and Testors Model Master paints, respectively.

The decal sheet is one of the highlights of the kit. It's a collaboration between Platz and Rocketeer Decal with printing by Cartograph of Italy. The printing is top notch. The colors are crisp and bright, and everything is legible and in-register. Besides numerous stencils, the sheet includes an instrument panel and cockpit sidewall consoles, lower engine inspection panels and chaff/flare dispensers. There are markings for two different aircraft:

"Red 04", Su-27M2, The 4th Center of Combat Aviation and Conversion of Frontline Aviation, Lipetsk, 2013. This plane is overall Light Blue with a Medium Blue pattern on the upper surfaces with a white radome.



"Red 44", Su-27M3, 6972nd Aviation Base (Krymsk, Krasnodar Krail), 4th Air and Air Defense Forces Command, 2011. Overall Light Blue Grey with a Medium Blue Grey and Grey pattern on the upper surfaces and a white radome.

This is a great kit of an important post Cold War Soviet fighter. It is accurate, it is well detailed and both marking options are colorful and interesting. I recommend this kit for experienced modelers comfortable working with tiny parts. I would like to thank Platz for the review kit.

References:

- 1) https://www.milavia.net/aircraft/su-27/su-27_weapons.htm (Information on Sukhoi armament)
- 2) <https://i0.wp.com/su-27flanker.com/wp-content/uploads/2015/03/15017942491771239157411062451419012114525.jpg?fit=15017942491771239157411062451419012114525.jpg> (Image of Sukhoi Su-27 armament)

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jacob's article. - ED]

Wanted: Newsletter and Website Content!

by Eric Christianson

If you have something that you've done that you're particularly proud of, the club wants to see it and read about it!

Your content doesn't have to be a full-blown review or build article (although those are certainly welcome!). Just a few images and maybe a few lines describing what you've done is perfectly acceptable.

To quote John, our hard-working Website driver: "I realize that people don't always want to write a review. I'm SUPER COOL WITH THAT! If people want to send me in-progress pictures of their builds - or even just final pictures - of their builds, I'd like to post them. I would post them on the "Membership Modeling Projects" page. They don't (even) have to write a word."

On the other side of our published club presence, Robert, who faithfully produces

our excellent newsletter month after month, is also in need of content. Unlike John, however, he needs a little more lead-time – at least a week before the meeting in order to make that particular issue. That said, he'll accept anything at any time – he'll try to get it in the letter as soon as he can.

Step up and become published, folks!

PrezNotes

from page 1

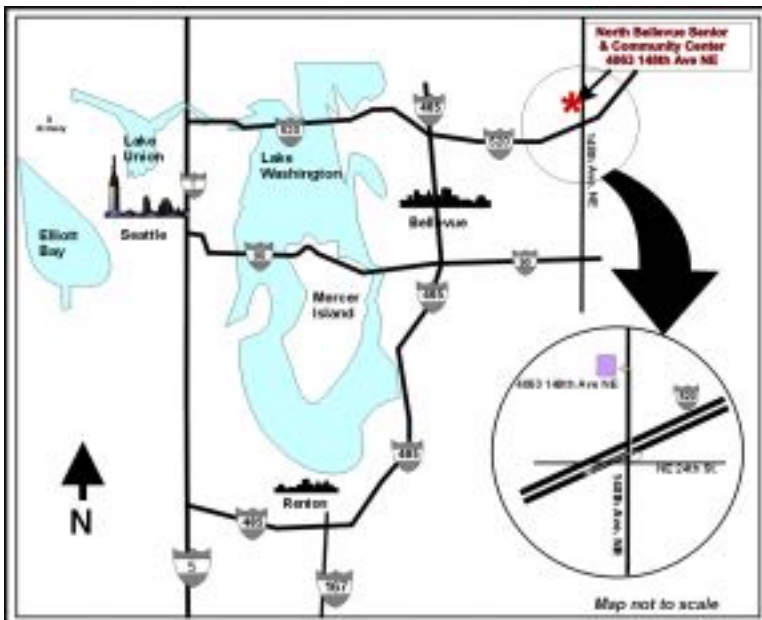
used for those techniques. Any of these products, and more, will work fine as long as you prepare the surface for the type of weathering technique you are using.

Thanks!

Eric

Meeting Reminder

August 10



**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.