

Seattle Chapter News



**Seattle Chapter IPMS/USA
November 2019**

PREZNOTES



Tag' & Bag'em, Dan-no!

If you build anything with a lot of sprues; like armor, ships...heck, anything by AFV Club, you can probably benefit from a time-saving technique I call 'tagging and bagging', which is essentially a way to organize the parts before you start your build. This practice is easily the primary reason I can pump out one or two completed builds a month – that is, if I wasn't building some kind of freak-Lancaster.

I run a kit through this process during my off-time from modeling; such as when I am at friend's house, in hotel rooms, on long plane rides, or even on cruises (like now!). I only need a few tools and a flat surface. Part of the process takes place at home, the other part, 'on the road'. Once completed, I put the model back on my shelf and mark it 'CLEANED'. Later, when I actually build the model, all the cleaned and sanded parts are stored in plasticine bags, organized by groups of instruction steps. Building a model this way is an absolute breeze, just like it was when I was a kid – I just glue stuff together for days without stopping (at least for armor kits). Cool.

TOOLS NEEDED: Xacto knife; sprue clippers; a flat, edged-tray of some sort; a multi-surface sanding stick; several colors of fine Sharpie pens; a small roll of masking tape; and my trusty Optivisor.

BEFORE I LEAVE HOME: I open the box, spread out the instructions, and remove

the first sprue from its plastic wrapping. I clip off all the unused parts and any pour tabs on the remaining parts, wrap a piece of tape around part of the sprue and boldly mark it with the Sprue Letter (this makes things easier, later). I then place the tagged sprue in the model box lid, and repeat this for the next sprue, etc., until I've gone through the entire box.

Next, I lay out all the modified sprues on a table top (for Dragon kits, this means the dining room table!) and page through the instructions. I examine the available build options, making decisions in regard to construction order and write these onto the instructions, along with any other 'gotcha' notes, so when I (eventually) build the kit, I will have already made these important decisions up front. Starting with the first page in the instructions, I find a logical

continued on page 20

In This Issue

IPMS Vancouver Show Report	3
Bring Models, I Was Told - So I DID!	6
Contrail Blackburn Kangaroo	10
2020 NWSM Show	16
MMP Clear Primer	17

SEATTLE CHAPTER CONTACTS

President:

Eric Christianson
10014 124th Ave NE
Kirkland, WA 98033
Ph: 425-591-7385

ModelerEric@comcast.net terryandjill@comcast.net

Vice President:

Terry Moore
7014 Lake Grove St. SW
Lakewood, WA 98499

Treasurer:

Twyla Birkbeck
P.O. Box 15983
Seattle, WA 98115
Ph: 425-591-7385
birkbet@comcast.net

Show Chair:

David Dodge
Ph: 425-825-8529
ddodge@nwlink.com
Ph: 206-276-3855

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.

November 9

December 14

IPMS/USA MEMBERSHIP FORM			
IPMS No.: _____		Name: _____	
Address: _____		First	Middle
City: _____		State: _____	Zip: _____
Phone: _____		E-mail: _____	
Signature (required by NS): _____			
Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior Under 18 years \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$1, One for Juvenile) How Many Cards? _____			
<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (Surface) Checks must be drawn on a US bank or international money order			
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order			
Chapter Affiliation, if any: _____			
If Recommended by an IPMS Member, Please List His / Her Name and Member Number:			
Name: _____		IPMS No.: _____	
IPMS/USA		PO Box 56023	
Join or Renew Online at: www.ipmsusa.org		St. Petersburg, FL 33732-6023	

Newsletter Editor:

Robert Allen
7919 133rd Ave. NE
Redmond, WA, 98052
425-885-3671
baclightning@yahoo.com

A Brief Report on the IPMS Vancouver Fall Show 2019

by Ken Murphy - photos by Ken Murphy and Scott Kruize

Every year I look forward to October for one of my favorite events, the IPMS Vancouver show. I and several members of the club attended the show on Saturday, October 12. Most carpool up the day of the event and meet for breakfast at a restaurant in Mount Vernon. However, having done that long day trip, which required me to be up and at 'em by 4 a.m., I've decided that a trip up the day before works best. Scott Kruize, Ed Pinnell, and I carpool up to Burnaby mid-morning on the Friday before the show ensuring we arrive in daylight. This is usually a nice scenic drive and we arrived early enough at our hotel to have dinner and get in a good night's sleep. However, this trip was the worst I have ever experienced. It began when I ended up leaving a couple hours later than I usually do since a visit by my sister prevented me from packing and filling out forms beforehand. I stopped in Federal Way to pick up Ed, then picked up Scott in Tukwila. Traffic was so bad around Seattle that we opted to go through the new tunnel downtown to avoid it, but to no avail. Traffic north of Seattle was just as bad. In fact, traffic was at a near standstill all the way past Everett. We stopped in Mount Vernon for pizza as it was getting late. We almost got up to 30 miles an hour for brief periods until running into another slowdown near Bellingham and then crawled slowly all the way up to the border where we waited for nearly 40 minutes to enter Canada where we were finally able to experience something akin to normal traffic. To sum up, I left my house at 1:30 in the afternoon and we arrived at our hotel at 9:15 p.m. A grueling nearly eight hour trip! At least we can say we had the advantage of being in town the evening before the show. We were able to get a good night's sleep, have breakfast nearby, and be in the Bonsor parking lot by 8:30 where we secured a great parking spot right near the entrance.

We were able to purchase our wristbands and be near the front of the line when it opened at 9 a.m. We immediately entered the new vendor room. That's the new room they've been using the last year or two that's around the corner from the regular vendor room. There were a lot of great deals to be had and I picked up a few more models that I don't need. Although one fellow was clearing out his stash and almost giving away kits and I felt an obligation to help him out in that endeavor. He must've done well because when I went back later, his section of the table was empty, and he was gone. All told, the vendor rooms were as well-stocked with good deals as any I've seen before.

As for the show itself, it was well attended and is busy as ever. According to the show data that IPMS Vancouver's Warwick Wright posted, the show had the most entries since 2012. The tables certainly seemed packed in most categories. Speaking of tables, a new feature for the show was the addition of black tablecloths (more on those later). They certainly set off the models the way tablecloths accent the models at our Museum of Flight February show. There was the usual selection of high-quality builds, the kind of thing we expect from the show. Scott sent the pictures he and I took of the show which hopefully John will post on our web site. Of course, it's far short of everything but I'm hoping that the Vancouver website will include more. Two models that really stood out to me were Tim Nelson's Blackburn Kangaroo which won first place in Vac & Conversions, Best Aircraft – Prop Engine, and Best Aircraft – Civilian. When he was called up for the first award the announcer told him to stay up there! Pretty good haul for one model, eh? (oops, still speaking a little Canadian, eh?). The other model that grabbed my attention was Warwick's 1/48th scale B-58 Hustler in Multi-Engine Jet. An unusual subject and scale for him but done to his usual exceptional standard. He got first place of course but then bemoaned the fact that he was the only entry. He was hoping for some competition. I assured him that even if he had had competition he would certainly have won! But I don't want to sell anyone short with the above observations because there were lots of excellent builds. Once posted, check out Vancouver's website, or ours for the evidence. You'll see our local guys did very well.



In addition to the major awards that Tim received, he also got a third place for his Sopwith Camel (by the way, I think he was robbed!), and a second in Civilian for his Latecoere 28. And in no particular order, Dan Carey got a first and second in What-If Aircraft and a second in 1/72 Twin Engine Jet and third in Single-Engine Jet. Morgan Girling got a first in Civilian Airliners, a third in Twin-Engine Jet and a third in Helicopters. Andrew Bertschi got a second in 1/72 Single Prop. Will Perry got second in Vac & Conversions. Ed Pinnell took first and second in Submersibles and third in What-If Aircraft. Scott cleaned up with a second and third in In-Flight Aircraft, a second in Models with Pre-Finished Components, and a third in Collections with his squadron of Mosquitoes. I got a first in Civilian, Sport and Racing Aircraft with my Piper Cub which I must admit I thought was a mistake since it was sitting next to Tim's Latecoere, but he pointed out that his was less than perfect. And mine was? But hey, I'll take it! I also got a second in the Out-of-the-Box category and second in the Masters' category. One item not listed in the category of winners is those that received Honorable Mentions. When I first saw the beautiful new purple ribbons, I thought "I gotta get me one of those!" Well, I got three of them (I asked Warwick what the deal was with the new ribbons and he said that they wanted to make those awards a bit more meaningful). All in all, I think I did rather well. I brought seven models and got six ribbons (see below, right)! Overall as a group, I think we represented very well.

Back to the data, there was a big increase in the number of armor models and a slight decline in aircraft. There was a bit of a decline in Autos and Space/Sci-Fi and a large drop in the Gundam categories. There was a rumor that the Gundam people were staging their own show which would account for the decline. Juniors were slightly off from last year but above their average, though Peter Hickey pointed out that virtually every category of the juniors had entries, which itself is notable. As I noted from Warwick's list of winners, there were 31 categories with two entries or less, including 13 categories with no entries at all (which made judging pretty quick for my team doing eight automotive categories one of which had one entry, another two entries and one had no entries at all). Aircraft categories were among the most competitive with Single Prop Allied and Axis in 48th and 72nd having double-digit entries. Surprisingly there were no entries in Single and Multi-engine Prop 73rd and Smaller or in Single and Multi-engine Jet 73rd and Smaller. Multi-engine Prop 48th had only two entries one of which was literally taken off the contestant's ceiling. Warwick had to talk him into removing the wires he had hung it with! In Multi-engine Jet, the only entry was Warwick's B-58 Hustler. All the armor categories were well represented save for Scratch Built, All Scales for which there were no entries. The most competitive category in the whole show was Closed Top AFV – 1946 and Later with 21 entries!

There was one accident at the show. Due to the lightness of the black tablecloths they tended to move around quite easily. Someone or something caught a corner of one of the cloths and it slowly rolled off the table depositing three motorcycle models on the floor. I was standing nearby but didn't see what initiated the disaster. I watched in horror in what seemed like slow motion as the tablecloth slowly slid off the table before anyone could stop it. The victims seemed to take it well, but it was tough to see. Warwick said that they were going to be working on a way of tacking down the tablecloths for the next show.

Well that gives you a brief overview of the contents of the show. There were certainly several categories that could have used more entries and hopefully will have more next time. I will certainly have a few things to bring next time as well.

To sum up, it was another great show with lots of vendors and great deals, lots of fantastic models to look at and lots of people to talk models with and I must say, that last bit is what I enjoyed the most. Chatting with Warwick and Peter Hickey and Robert Latimer and Brian Birk and our many other Canadian cousins not to mention our own crew, is for me the highlight of this event. Next year consider a trip The Great White North. I'm sure you'll enjoy it, eh?!





'Bring Models!', I Was Told - So I DID!

by Scott Kruize

I took nine entries to the Vancouver Contest-&-Show a couple weeks ago...and brought home five ribbons.

WAIT! Wait! Before you toss this article aside with an irritated 'What a BRAGGART!', read a bit into my details, and maybe you'll stick around till I have a chance to get to my main point:

- My set of de Havilland Mosquito Multi-roles won 3rd Place in the 'Collections' category...which had three entries.
- My formidable Navy Jet child's pull-toy didn't win anything, in the category of 'Scratch Builds, Vacs, and Conversions', which had seven entries.
- My Phantom Flash classic balsa-stick-and-tissue replica of an old design took 2nd Place in its category, which had two entries.
- My air-ambulance Learjet didn't win anything in its 'Civilian' category, which had four entries.
- My 'Minutemen' F-16 jet and Airfix Boeing Clipper won 2nd and 3rd Places in 'Aircraft in Flight', which had three entries.
- My 'deRosia Rocket Rehab' service equipment set didn't win anything for 'Space and Fantasy Dioramas', which had six entries.



Do you begin to detect a pattern here? Well, to finish:

- My XP-GB1 interceptor fighter plane didn't win anything in 'What If? – Aircraft'...not even with its stunningly realistic 'retractable' landing gear - much like on the Grumman Wildcat - that I simulated at great difficulty and expense. Its category had seven entries. Still:
- My ancient Monogram 'Wright Flyer' build did get an Honourable Mention ribbon in the 'Biplanes' category, within a field of eight entries.

You probably know Warwick Wright, Vancouver's Club Prez for several years. At our recent meeting he brought a new club officer, Helmut Vorlauffer. Ostensibly, they were here to introduce Helmut to us. Of course we're all very worldly and recognized right away they were actually here to recruit foreign slave labor to exploit as judges. Which, by the way, seems to have been a big success: as clipboards were being handed around at the Judges Meeting, it looked like half their judging strength came from our Seattle Chapter.

But I mention Warwick as an example of a master modeler. I'm not him; I can't be him. His approach is to devote such diligent time and skill to crafting each detail of a single model that it almost invariably wins 1st Place in its category, often 'Best Aircraft', and even sometimes 'Best of Show'. How can anyone help being awed by his skill and efforts?

This does have a price that may not be obvious: his build speed is approximately one model per year. Count 'em...one!

I won't pay that price. At any given moment, I've got a dozen or so models in various stages of completion, some recently started, some begun years ago, but which I work on, from time to time and as the mood hits me, resulting in an effective production rate of approximately one model per month. This pace I've maintained since first getting back into plastic modeling with you guys, in the 'Now', around the turn-of-the-century. Such a rate and its implied limited amount of time that can be spared to each one, is how I want to pursue this hobby. We all make such choices...but whatever our preferred 'modus operandi', it IS only a hobby!

So I'm not a master craftsman like Warwick and some of you. I accept that. But that's not to lurk humbly in corners to avoid letting anyone see my builds. Shortly after becoming acquainted with Emil at Skyway Hobbies, I made some self-effacing remark about not being able to build as well as many of our skilled club members. He cut me right off by saying that at least I'm busy building things and

putting them out to be seen, whereas lots of models he's sold go directly into stashes and maybe get discussed at bull sessions, but never get taken in hand and actually built.

I note in passing, along those lines, that lots of kit reviews are 'in-the-box' type. Not so numerous are actual BUILD-build reviews!

This leads me back to a portion of my essay title. Our former Prez, Andrew Birkbeck, has always said "People come to contests, shows, and displays to see models. It doesn't matter if they're ribbon-and trophy-winning material or not. You never know but that the model that only you put on the table makes the day for somebody who sees it. So bring your models!"

I do. I bring them, either completed or in progress, to our meetings' Show-&-Tell sessions. I bring them even if I think they're 'light-weight', knowing they'll never impress judges of a tightly-contested contest category. I belong to two modeling clubs because I want to see models. It follows that I must bring my own models to be seen if I expect others to bring theirs.

And at a Contest-&-Show, my models are out. I'm gratified if people just look at them; more if they get favorable remarks. As Andrew says about making the day for some visitor: I know, first-hand, that happens.

The closest I come to actually seeking ribbons is to scatter a sampling of my eclectic builds among the odder, less-contested categories. I have models that could be put into, say, '1/48th Scale Single-Prop Axis, Eastern Front, Focke-Wulf 190 G- and F-series Fighter-Bombers'... but I know placement there would be next-to-invisible among the multitude of other entries. In the more obscure categories, my models will get some attention.

Even if my builds are not master-class quality, they still can make a contribution to our modeling community's enjoyment and expertise. The Learjet was the only model at the Contest-&-Show to represent the vital work modern air ambulance services give, with their converted executive jets, almost as fast as commercial airliners, but able to get into small fields near small cities, thereby able to whisk critical patients or priceless body transplant organs to the big super-hospitals in major cities.

I also wanted to show off at the Vancouver Contest-&-Show, as I did at our own, an F-16 all gussied up in Colorado's MinuteMen scheme, given out as the official decal set at the 2013 Nationals there. I've done two, one in 1/48th and the other in 1/72nd, the latter of which showed in Vancouver. This is much to the amusement of Prez Eric Christianson: "Scott, nobody actually builds models and applies those souvenir decal sets!" Well, I did, and people at our contest, and in Vancouver, paid some attention to my models. So there, Eric!

Another part of my scatter-y approach is a determination to put out, at each Contest-&-Show, and the yearly Museum of Flight Great Gallery Display, at least one model made the old-fashioned way: scratch-built of hand-cut balsa. 'Balsa Modeling Is Not Dead!' and I want our attendees to know that we know that... and that anyone may still be able to - and be welcome to - build such models.

Last year, I put out a stick-and-tissue build of an airplane flown (in listeners' imaginations) in a 1930s radio serial starring our stalwart teenage aviation superhero Jimmy Allen. This year, I brought to Vancouver the Phantom Flash. This also dates from the 1930s (1937, in fact) and related to radio serials. Its original designer admitted that while working for Comet Models, he took inspiration from spooky presentations like 'Mystery Theater' and 'The Shadow Knows'. Hence his original color scheme: black tissue with skull-and-crossbone 'roundels'. My tastes are a bit different – perfectly 'legal' in balsa modeling – and did mine in orange tissue marked with jack-o'-lanterns.

I like building old 'Classic Plastic' kits. Now, I defer to no one in admiration for the quality, precision, complexity, and historical accuracy of kits nowadays, available in astonishing variety. (And priced accordingly!) They're all nearly unimaginable from the viewpoint of modeling way back Then, in the mid '60s. I've built some of these modern gems, even writing build reviews – not 'in the box'-type, either! But I can't help but like what I call a NABBROKE: a Nostalgic Aging Baby Boomer Real Old Kit Experience. Rebuilding in the



Now something I modeled back Then...or, closely related, building a kit now that I ought to have built back Then, if only I'd come across it and it was within reach of my allowance!

Monogram's 'Kitty Hawk' (Wright Flyer) falls under this nostalgia. The kit dates from 1958, and I was actually given one, for Christmas or my birthday, around 1959-60. My modeling skill Then consisted mostly of watching my father put a model together for me. Fatherly gestures: he had no interest in modeling nor had anything like the skills required...but I treasure memories of his attempts back Then. He bogged down in the Flyer's complexity and didn't finish it. No surprise there; I found it a very challenging build, even after my hundreds of others in the Now. Anyway, of course it had no chance whatsoever at a current contest in the 'Biplanes' category. How could it compete against exquisite Eduard and WingNuts Great War entries? I judged that category, keeping quiet until it was obvious that the other members of the team had given it their polite once-over-lightly glance before settling down to selecting 1st, 2nd, and 3rd from among the GOOD models. But after that critical task, with me once again falling dead silent, our lead Don Partridge commented about the effort involved in building old kits into respectable display, and acknowledging that although this particular kit was released 60 years ago, it's hardly ever BUILT and SEEN! So he and the other team members gave it an Honourable Mention, only then finding out it was mine...and I was happy!

Monogram also produced the de Havilland Mosquito kit that was the basis for my Collections category entry. The kit came out just about the time I packed up to go off to the University of Washington, so I didn't acquire one Then. More modern kits are available from Airfix and Tamiya...but I still admire how Monogram included parts and instructions to encompass many of the Mosquito's wide range of roles it fulfilled so well. That's why I still have more to add to my collection.

Airfix's Boeing Clipper (released 1969) is also related to my modeling back Then, in somewhat more convoluted ways. I was almost exclusively into warplanes back Then...whereas Now, my tastes are allowed to wander around. Besides, I feel obligated sometimes to follow a plea from our patron saint, the late Jim Schubert. He urged us all to - at least sometimes - set aside military machines of destruction, and build something in honor of 'Wings of Peace'. Another thing: nowadays, we get so deep into pursuit of modeling perfection, we seem to have lost the desire to do a casual build. Tuesday afternoon just before Vancouver's contest, I pulled out this kit (acquired quite by happenstance) and challenged myself to finish it in time to put on the table by noon Saturday. And so I did...and like other entries, it's unworthy of ribbons in heavily-contested lineups, but people did stop and look at it... it looks halfway decent...I would've been thrilled to have modeled something that came out this nicely way back Then. And lastly, the four little propellers spin readily at the slightest puff of air sent their way... proof positive that Jim Schubert is pleased as he watches over us!

Even my 'failed' displays - those that won no official awards - fulfilled their purpose - per Andrew's exhortation - of being seen by Contest-&-Show attendees. My little interceptor fighter, converted from an ancient Hawk (later Testors) GeeBee R-1 racer, reminded people of the Golden Age of the 30s, with the colorful 'Art Deco'-ish schemes our military aircraft wore before they had to visibly fade down into dull gray, non-specular blues, and the drabest of olive drab, to go to war.

Unpopulated categories meld/melt into each other or disappear altogether. By entering my odd models, I help keep them open...preserving them against the day YOU might want to put some models there! You're welcome!

My rocket-rehab equipment set oughta please Terry Moore, our former Prez-4-Life, since it reminded him, he said, into almost - right on the verge of! - remembering from his high-school Chemistry class the compounds in the refueling trailer's two tanks, namely Meta-Lyzicoxyglaudianeyne and Perfeurousmaxpetrochallide. And Andrew Birkbeck, who succeeded Terry as Prez...for when he first saw that equipment, shook his head and said "I'm gonna miss you guys..." [Presumably, while out in the remote wilds of New Zealand.] And it should please Tim Nelson, who more-or-less gets third billing, recognized by those of us 'in the know' about him as 'Rocket Man'....and John Chilenski, because it exists because of his 'ModelFy' selection, and gives him second billing in the homemade decal set...and John deRosia because he gets TOP billing...and because it's ORANGE!!! The set had its fleeting chance at superficial glory, and is now pleasing some poor kid who came with Mom, visiting the food-and-necessities charity bank at St. Thomas Parish.



Another toddler visiting there will by now have taken possession of the 'Navy Jet' pull-toy. These toys will never again be seen by mortal grown-ups!

One of those old Monogram de Havilland Mosquito models represents an Australian-built fighter-bomber, and master modeler Warwick didn't know - until he saw my model and asked me about it - that during the Second World War, Commonwealth air forces engaged against Japan had to give up the red inner spot of their long-time national insignia roundels. Allied antiaircraft gunners tended to shoot at ANYTHING round and red - like Imperial Japan's Hinomaru insignia: the Rising Sun. "Jumpy? WHO's jumpy?!"

So...not a master modeler...unlikely to become one...not near Warwick's pinnacle of modeling mastery, which he shares with several of you fellow Seattle Chapter club members. But see: I taught even HIM something. And 'made ya look!' at a balsa plane...and added interest, and grounds to preserve, obscure and sparsely-entered categories...

Hey: between my nine entries and Ken Murphy's six and Ed Pinnell's three, our little Exposition accounted for 4 percent of all the models exhibited at the IPMS Vancouver Contest-&-Show...

I MADE MY PRESENCE FELT! And I'll keep doing so: look for my models at our Show-and-Tell tables every month, and at less-filled areas at our Contest-and-Shows. And while making my presence felt, I won five ribbons! SAAAAAYYYY! Does that justify your original impression: 'What a BRAGGART'? Whether it does or not, follow my lead...follow Andrew's mandate...follow the essential purpose of our being members of modeling clubs:

BRING MODELS!



Contrail 1/72nd Scale Blackburn Kangaroo

by Tim Nelson

I've said it before, and I'll say it again: civil aircraft of the inter-World War years are among the most fascinating, colorful, and appealing genres of aviation. This era shaped the modern transportation world, with profound influence on technology, history, and culture. Yet, modelers have long been underserved by kits of these important subjects in favor of endless variations of ever-popular World War II subjects. That state of affairs has changed slightly in recent years, with a smattering of kits emerging to delight the "golden age" civil aircraft modeler. But rewinding to the 1980s, it was a desolate landscape indeed.

The Blackburn Kangaroo is that rare military type whose modified civil career ended up being more important. Initially designed by Robert Blackburn's company as a bomber, the Kangaroo saw limited action during the Great War. Following the Blackburn TB, a zwingling-like twin-fuselage design introduced in August 1915, the GP ("General Purpose") seaplane was the major step to what would become the Kangaroo. The Royal Naval Air Service (RNAS) ordered 20 GPs in 1917 but the order was changed to a landplane to enable land-based anti-submarine patrols; this landplane version was dubbed the RT1 Kangaroo and the ultimate recipient was the new Royal Air Force (RAF). (Why the name "Kangaroo" was chosen is unclear, but it appears to have nothing to do with speed or agility.) An otherwise brief and pedestrian military career was highlighted by the sinking, in partnership with the destroyer *HMS Ouse*, of the German submarine *UC70* on 28 August, 1918. Following the armistice in November 1918, the Kangaroo was immediately surplused.



When civil aviation resumed in the United Kingdom in May 1919, the Grahame-White Aviation Company purchased three Kangaroos and put them to use giving open-seated joy rides based at Hendon in greater London. One Kangaroo unsuccessfully attempted to win the offered prize for the first UK to Australia flight (eventually claimed by a Vickers Vimy). The remaining Kangaroos were reacquired by Blackburn, which formed a commercial subsidiary in April 1919 called the “North Sea Aerial Navigation Co. Ltd.” The new company immediately started hauling freight within the UK. In August 1919, the company sent Kangaroo G-EAIT to the first major postwar European aviation exhibition, the Eerste Luchtverkeer Tentoonstelling Amsterdam (ELTA). This machine had been equipped with an enclosed seven-passenger cabin, and proceeded to “wow” ELTA attendees with joy rides. To meet demand, the closed-cabin G-EAKQ and then the open-cabin G-EAIU were sent. It is estimated the three Kangaroos carried well over 1,000 people on joy rides during their several weeks at the ELTA, most of whom were flying for their first time.

The various Kangaroos continued to carry freight and passengers within the UK, as well as on cross-channel runs to destinations such as Amsterdam. Financial woes ended this service within a year, but ever-popular joy rides continued, while other types began to be introduced to airline service. Some Kangaroos were converted to dual-place trainers, serving into the late 1920s. Two machines (G-EAMJ and G-EAIU) even competed in the 1922 King’s Cup race – they didn’t win.

The Kangaroo is the epitome of “ungainly,” but that is a big part of its charm. To our eternal misfortune, no Kangaroos survive today, although rumors persist of one airframe (G-EAOW) hidden away in Crete after its forced landing while attempting the UK to Australia journey in 1919.

Contrail, Gordon Sutcliffe’s enterprise, produced a line of vacuform kits of a wide variety of subjects ignored by the major kitmakers. Within the vacuform genre, Contrail kits were somewhere in the top half: below Rareplanes and Esoteric, but well above some others we won’t bother to name. These kits are all about the subject matter: if Tamiya did it that’s what you’d build, but Tamiya didn’t do it, so here we are. However, there is a creative, freeform artistic aspect to vacuform modeling, sort of like a blank canvas, that can be very rewarding – if approached with the right attitude.

Surprisingly, Contrail actually produced THREE kit versions of the Kangaroo family. I possessed two of them, the “R.A.F. 1918” version and the “Commercial 1919-1929” version with enclosed passenger cabin. Another version, the floatplane GP, is the rarest of the three. I have been enthralled by the Kangaroo since it first came to my consciousness years ago. As part of our NorthWest Scale Modelers display installing at The Museum of Flight in Seattle in December 2019, I desperately wanted this delightful subject included. The cabin version would be natural, but I love the idea of an open-air joy ride experience in a crate such as this. So, I began to focus on modifying the wartime version to G-EAIU, the open-air joy ride airplane sent to the ELTA at Amsterdam in 1919.

The R.A.F. decal set included in the kit would be useless to me, and likely too brittle anyway. Anticipating this build in 2016, I approached Mika Jernfors at Arctic Decals to commission civil decals for both of my land-based Contrail kits. His decals for two of the ELTA machines (G-EAIT and G-EAIU), and accompanying information, are first rate in every respect.

The kit contains the expected vacuformed styrene sheets with the major components. It also includes several lengths of “airfoil” strut stock (too flimsy to use), and white metal parts for the landing gear, propellers, and engine radiators – these latter parts are all decent and I used them without modification.

Contrail produced vacuform kits with basic shapes that were generally accurate. However, these kits can be enhanced greatly with some added details. My list of modifications includes the following:

Scratchbuilt interior with cockpit using the Brengun 1/72 “WWI details” photo-etch set, some spares box bezels, punched discs, and seat belts. Pilot and passenger seats are a mix of the wonderful BarracudaCast “British WWI Wicker AGS Seats” (BR72257 and BR72258) – these seats capture amazing detail and really look the part.

Corrected (increased) outboard dihedral of upper wing

Scratchbuilt tail skid, engine oil tanks

Scratchbuilt grommet and pulley system for elevator control cables

Spares struts as appropriate for needed strength, size, and shape (Contrail styrene and Strutz brass)

Shortened fuselage at rear end per drawings (Ref. *Windsock Datafile 137*)

Shortened landing gear per drawings (Ref. *Windsock Datafile 137*)

“Accurized” aileron hinges, and replaced some lost rib detail

Installed leading edge strip on wings and horizontal tail surfaces – much easier than trying to clean up the seam and match ribs

Corrected shape of engine rear nacelles, per photographs

Basic vacuform techniques are well documented, so we won't retread that ground here. After parts separation, sanding mating surfaces, and basic cleanup, the first priority was beginning the process of modifying the 'Roo from a bomber to a civil transport. This mainly involved planning the passenger seat locations and opening appropriate holes for them.

A little detail at natural visual focal points goes a long way in making these plain-jane vac kits more interesting. Photos show many Kangaroos operating with cowlings removed, so taking an idea from Claudio Luchina (see References), I robbed two Roden Bristol F.2B kits of their Rolls-Royce Falcon engines. These little jewels were a nice addition.

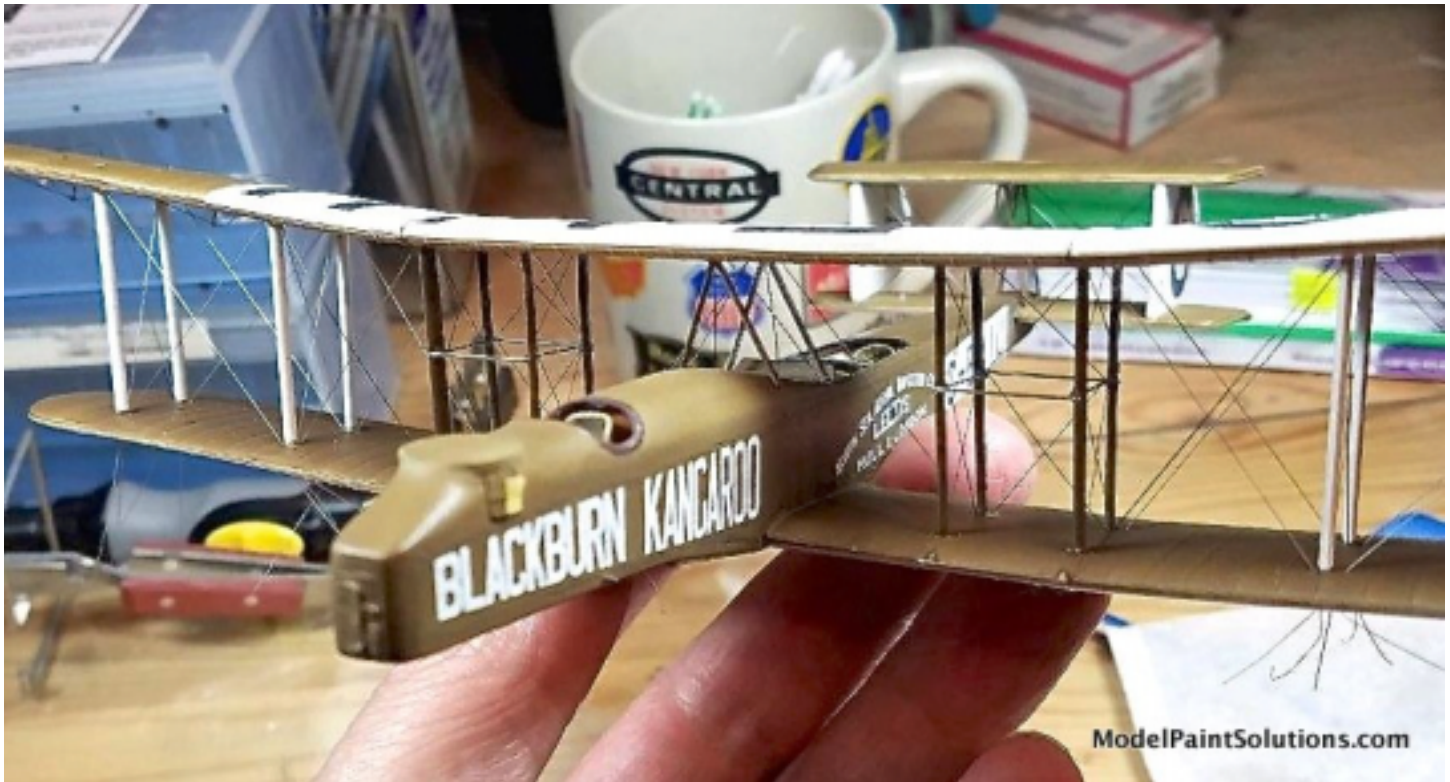
The wings were likely strong enough with their basic styrene thickness, but to be safe, I epoxied in a simple, near full span brass rod spar. I would later add two brass spars at the root for attachment to the fuselage per the prototype (with a lot of test-fitting). The upper wing had insufficient dihedral, so I corrected that with slices along the upper wing-fold line (Kangaroo wings were designed to fold aft, just outboard of the engines, for ground storage). (The dihedral correction was not just cosmetic – the upper wing needs to be parallel to the lower wing).

Wing ribs are a bit heavy, and do not align from top to bottom, but redoing all of that would bust my time budget for the project. I cheated on tedious seam cleanup by applying a small styrene strip along all wing and tail leading edges. Trailing edges had to be heavily massaged to match up the scallops between ribs, with preference given to the much more visible topside. Another subtle molding issue is the attempt at molding the stitching along the fuselage; it's asymmetric on each side but again, I lived with it.



Building up the cabin, installing it, and closing the fuselage came next. I created a couple of speculative period posters to dress up the aft passenger cabins. Meanwhile, some other tasks like fabricating an instrument panel, fashioning the tail skid, and correcting the rear of the engine nacelles were checked off.

One of the Kangaroo features I sweated over was the former nose gunner's position; this area would be a real visual focal point and needed to be clean. Photos clearly show the side windows having a curved shape. Scanning my workbench, my eye fell upon a Pentel eraser cylinder (for mechanical pencils); this had just the right contours and was optically pure. I set about sawing out suitable sections. A complete circle cross-section cut yielded a crisp gun ring on top. After installing and fairing in these items, the nose passenger station was good to go – what a view this lucky guy or gal must've had!



Again, let me plug the delightful BarracudaCast British wicker seats – something rewarding for the viewer in another really important visual focal point.

After some masking to protect the interior, it was time for the fun part – painting. These were the materials I used for different purposes (Mission Models acrylics unless noted):

Primer: Alclad grey overall, Krylon white on wings and tail (since lower wing and tail bottoms would be white anyway)

Wicker seats: 33.33% each Brown (MMP-002), Yellow (MMP-007), and White (MMP-001), followed by raw umber artist oil wash

Preshade and mottling: MMP-060 Dark Tan

Clear-doped linen (CDL) on upper wing and tail bottoms: MMP-043 British Portland Stone RAL 64

PC10 Light: 75% MMP-026 Olive Drab, 25% MMP-012 Rotbraun

Registration letters: 50% MMP-047 Black, 50% MMP-001 White (stencils made with Silhouette Cameo 3 cutter, using scans of the Arctic Decals set as a reference)

Final finish: Vallejo Satin

I used a variety of aftermarket strut material. Since there would be significant tension in some of the rigging, I opted to install brass Strutz stock for the outboard wing interplane struts (painted white per the prototype), cabane struts, top wing kingposts, and center struts for the horizontal tail. These airfoil shaped struts are strong but, with no flex, can be a bit difficult to install between the wings. I used Contrail's own airfoil strut stock, better than what came with the kit, in the inboard locations; not as strong, but their flexibility makes them easier to install. I mount all struts in dimples made with a #50 drill bit tip, and I shape the strut ends to fit – simple and quick. The molded-in strut recesses were vague and misaligned, so much careful measuring and filling was required to relocate them, especially on the lower wing.

As always, I pre-drilled all holes and fashioned a Jack Matthews "godsend" jig to mount the wings and do initial key rigging.



As with struts, rigging was accomplished with different materials for different purposes, all secured with thin CA glue using the Glue Looper 2 tool:

Trilene 2-lb test fishing line for maximum strength in mid and outboard wing areas. This was anchored in the top wing and fed all the way through the lower wing, then secured.

“Wonder Wire” for “double blind” runs not lending themselves to passing through the lower wing.

Uschi “Rig That Thing” line (Standard) for control cable runs, and a few serpentine runs (such as the engine mount structure). I mounted this black line on a coat hanger and treated it to several passes of Mission MMM-008 White Aluminum to try to give it a more metallic look – didn’t quite get the effect I wanted.

I became concerned about how nose-heavy the engine nacelles would be with the kit’s metal radiators and propellers. Knowing this baby would be traveling a bit, I decided I had to stabilize the assembly with some counter weights in the back end of each unit. I bored out a hole in each “firewall” (never wise) and inserted fishing weights in the aft end to balance things out and allow me to rest easy.

At this point, it was time to put the ‘Roo on its legs. I installed the kit’s white metal landing gear, braced with Strutz brass struts, and it just didn’t look right. Looking back at the best ‘Roo drawings I’m aware of (Ref. *Windsock Datafile 137*), I realized to my horror that the gear are dramatically too long. After so many builds of this nature, I still blindly trust the kitmaker to produce dimensionally accurate parts, only to frequently find out otherwise. These late build corrections are always a joy! I removed the gear, sawed off the appropriate length, drilled holes for replacement mounting rods, and remounted them. A ‘Roo needs the right stance!

Final assembly on a build such as this is a bit stressful – difficult to install new things without wrecking old things. But slow and steady is the recipe, and I gingerly installed things like the control surface horns (appropriated from spiky parts of the Eduard Spitfire Mk. XVI landing flaps photo-etch set), and the long cable runs. The latter is a Rube Goldberg exercise on the ‘Roo, running from a bellcrank outside the cockpit, through grommets of some sort over the lower wing, aft to a pulley arrangement on the horizontal tail root, then to another mid-span pulley on the horizontal tail, then back to the elevator: all scratch built and multiplied by four!

A final coat of satin clear and, 100 years to the month after it flew joy rides in Amsterdam, I jumped for joy that the ‘Roo was done!

This build consumed 150 hours over a period of 10 weeks. I could point out two dozen things wrong with the build, but I’ll refrain. It joins a couple of other Kangaroo kits that have been built worldwide in the last 35 years. I’d like to thank Claudio Luchina for his advice on the kit, and general inspiration (see References). The model was fortunate to win First Place in the Vacuform Aircraft category at the 2019 IPMS/USA National Convention in Chattanooga, Tennessee.

This Blackburn Kangaroo and other models of the early civil air transport era will be on display at The Museum of Flight in Seattle from December 6, 2019 to May 7, 2020.

By the way, I still have that Contrail “Commercial 1919-1929” Kangaroo kit in my stash, but I think I’m only good for one ‘Roo build per lifetime. Look for it on eBay soon!

References:

Blackburn Kangaroo, Windsock Datafile 137, C. A. Owers, Albatros Productions, Ltd., 2009

Blackburn Aircraft Since 1909, A. J. Jackson, Putnam & Co., Ltd, 1968

E.L.T.A.: The First Aviation Exhibition Amsterdam 1919, Rob J. M. Mulder, 2010

Blackburn Kangaroo, Wikipedia

Wings of Intent blog, Blackburn Kangaroo project. Claudio Luchina’s blog is a treasure trove of ideas and inspiration for “golden age” civil aircraft modelers. His delightful build journal of Kangaroo G-EAIT was a great reference for this project.

Resources:

BarracudaCast British WWI Wicker Seats – No Belts (BR72257 and BR72258)

Arctic Decals, G-EAIU decal set (Arctic also makes a set for G-EAIT)

Silhouette Cameo 3 electronic cutting tool (Available from the manufacturer, Micro-Mark, and other outlets).

“Wonder Wire” ceramic wire (Precision Enterprises Unlimited: 802-885 3094)

Uschi “Rig That Thing” Line

Mission Models Paint



2020 NorthWest Scale Modelers Show: Save the Dates!

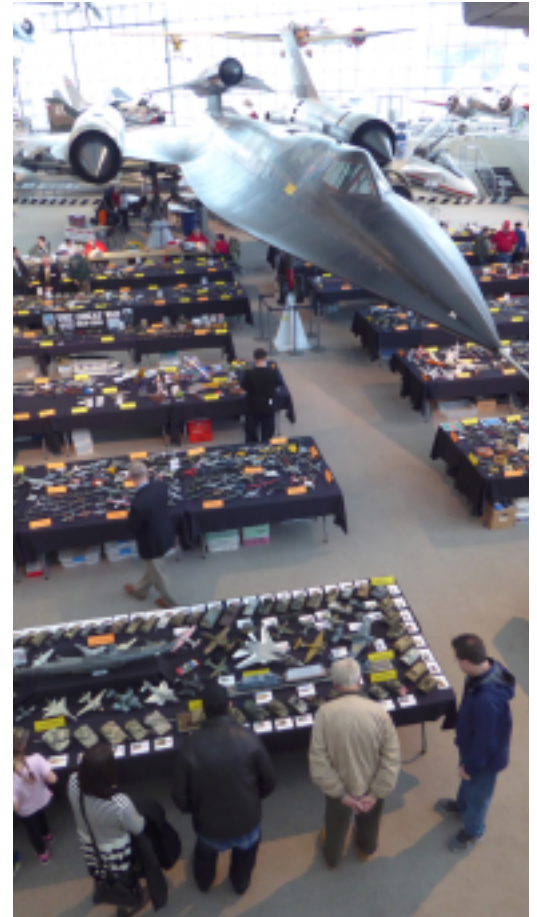
by Tim Nelson

Mark your calendars now for the 2020 NorthWest Scale Modelers Show at The Museum of Flight, a spectacular exhibition of modeling in the coolest setting imaginable. Show dates are Presidents' Day weekend Saturday and Sunday, February 15-16. Carve out both days, right now.

As always, the centerpiece of the show is the massive display of YOUR models in the MoF Great Gallery. Bring lots of models to show off. Bring your latest, your oldest, your best, your worst – this is a showcase of all aspects and skill levels of scale modeling. Longtime, stalwart exhibitors and first-timers all welcome. Museum of Flight admission is FREE for exhibiting modelers. This show is a pure exhibition, not a contest. You will not have to judge or be judged, so come enjoy a relaxing weekend immersed in your favorite hobby. Although the main model show is organized simply by modeler, we will have a special group display: 75th Anniversary of VE & VJ Days (Scott Kruize coordinating).

There will be beaucoup working tables for the public to see modelers in action; bring projects to work on. Eric Christianson is organizing a variety of righteous seminars in the small neighboring theater; learn and share your knowledge.

More details to follow. If any questions at this early stage, please contact Tim Nelson (timsan@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com). See you under the Blackbird in February!



Mission Models Paint Clear Primer

by Blaine Singleton

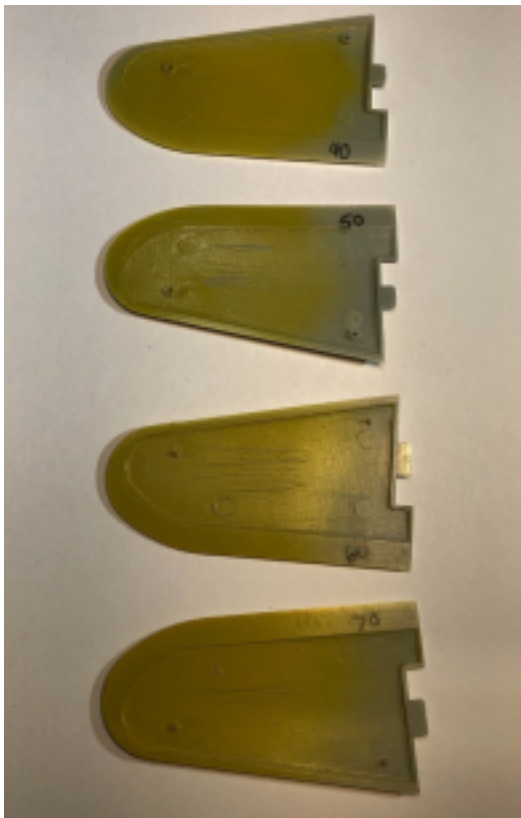
Why Clear Primer?

That is the question I asked Jon Tamkin, President of Mission Models Paints, at the Chattanooga IPMS Convention. Jon looked at me for a second and I saw just a slight smile starting to emerge from the side of his mouth as if to say, here is a whole new chapter in the Mission Models Paint story. After a conversation with him about the primer I am inclined to agree with him.

When I first heard about the Clear Primer, I was thinking to myself that the primers I use are to check for defects on the model and that I can correct them with a little sanding. So how could a clear primer help with that?

Back to the conversation I had with Jon in Chattanooga. He explained to me that the clear primer gives the same performance as the other primers but this one is different because it can be colored by the addition of any Mission Paint. What that means is that any of Mission Models Paints can be made to behave like a primer by adding it to Mission Clear Primer. Let me say that again, all Mission Models paints can now become a primer with the addition of Mission Clear Primer.

Mixing ratios - the standard mixing ratios for Mission Models Color Paint are:



If you use 20 drops of paint, then you should add two drops of the Mission Thinner and two drops of Mission Poly. 20:2:2, If you add 30 drops of paint then you would add 3 drops of thinner and 3 drops of Poly 30:3:3 and so on 40:4:4. This serves as a good jumping off point for your paints.

Jon has talked about experimentation with the paint mixture ratios to see what works best for your experiment. Keep in mind that if you over dilute the paint it will have trouble sticking.

Clear Primer mixing ratios: I started off with a test of mixing 40%, 50%, 60%, and 70% paint with the clear primer and then added to that mixture 50% of the Mission Thinner only. As with the other Mission Primers you don't add any poly mix. What I found was the 50% paint to primer mix was good for me and the 40% mix seemed to be a little light for paint. The 60 and 70 percent ratios did not show and appreciable gain in paint color so I am thinking that those ratios would be a waste of paint.

Again, experiment with the paint primer ratios, your climate can have a direct impact with the performance of your paint. Experiment.

Whenever you are going to paint a model you should clean it to remove any grease or finger oil. This applies critically to using acrylic paints. Make sure your model is clean. I will use denatured alcohol (not the fuel type) to wipe down and clean my models.



When I spray Mission Paints, I apply them as a light dry coat (no gloss or wetness to the paint) on the first pass, then come back with multiple light coats of a wetter spray building opacity, I am looking for each layer to dry before adding another coat.

One interesting result of spraying the Paint Clear mix is when it dries the paint will have a distinct semi-gloss type finish and self-levels very well. If you want to use the Clear primer and your basecoat color together, you can apply decals directly if you are one who likes to add a clear coat before decal application.

I let the Paint Clear mix dry overnight. To test the durability of the paint I took an old airbrush needle and scratched the paint; it held up as any other Mission primer I have used and looking at the scratches, the paint around the scratches was clean and not flaked. Second, I sanded the paint and found

it to give off some dusting. Looking at the borders of the sanded area with the paint, the paint was feathered and did not flake which makes it easy to sand then to reapply the paint primer mix and have a gentle transition between old and new paint primer.

As I pointed out earlier when applying your paint primer mix, use light coats, and watch the leveling as the mix dries. There will be no loss of detail to the area you are painting, given the proper amount of paint mix.

Metallic Paints and Clear Primer

Metallic paints have always been fragile so I was eager to see how they would mix with the clear primer. After mixing the metallic paint and clear primer I believe this is where the primer shows how well it performs. I sprayed five light coats of Mission Aluminum and the clear primer mix and let it dry for 24 hours. When I looked at the sprayed part, it looked like it had the robust nature of the metallics I have never seen before. The paint stood up to some scratching; by that I mean it did not flake around the scratch and took to a light sanding very well. Hopefully if you are using metallic paint you are



beyond the sanding phase on your model. I have always had some issues spraying metallics and have shied away from models having a natural metal finish - not any more. I can't say enough about the Mission Metallics with the primer added.

I have tried to provide a basic understanding of Mission Models Clear Primer. It is easy to use, durable, and can be blended with other colors in the Mission paint line to produce whatever color primer you want. I am an aircraft modeler and this system lends itself to painting interior green and clear primer in the cockpit area thereby eliminating the step of primer first, then the interior green, also because of the sheen, you can apply enamel shading directly over the paint.

Now you don't need to limit your primer application to a few colors, whatever color Mission Paint sells you can make it a primer.

Like Jon Tamkin has said, experiment with colors and mix ratios to see what works best for you, don't be afraid to try.

If you paint with Acrylic Paint, then you should think about giving Mission Models Paints try if you have not already. If you use them, get yourself a bottle of clear primer and start experimenting.

I want to thank Mission Models and IPMS USA for the opportunity to review this product.



PrezNotes*from page 1*

break point, and cut all the parts from the sprues that are included in this first section. If I have two or more parts that look identical (but are not), I add a color dot (using a Sharpie) next to the part in the instructions and the same colored dot on the part itself, so later I won't be confused as to what part I'm looking at. I place these carefully clipped parts into a single plasticine bag and toss it into the model kit box. There is no need to mark the bags – it's pretty obvious what section of the instructions they belong to, based on what they contain – and that allows me to reuse the bags for another build.

I continue this process through the instructions until all the sprues are gone and I have a bunch of bagged parts in the box.

ON THE ROAD: I take two, one-gallon-size Zip-Lock freezer bags and put all the plasticine bags in one, and mark the other (now empty) ZipLock bag with the word

'CLEANED'. I toss these two ZipLock bags into my suitcase, along with a sanding stick, a small cardboard box top, and my Optivisor (notice there are no sharp, pointy things included) and off I go. Without the knives, everything sails through TSA and I can work anywhere – even on the plane! Whenever I want to do a little modeling, I empty a single plasticine bag into the cardboard box top, and clean up the parts, placing them back in the plasticine bag, and placing that into the 'CLEANED' ZipLock bag. The result is that I return home with a completely cleaned kit, ready to build.

I can't tell you how much fun it is to be able to start building a model immediately, without having to think about options, or locating the parts on the 20+ sprues, or cleaning the parts before gluing them. With this technique, everything is already done!

Thanks!

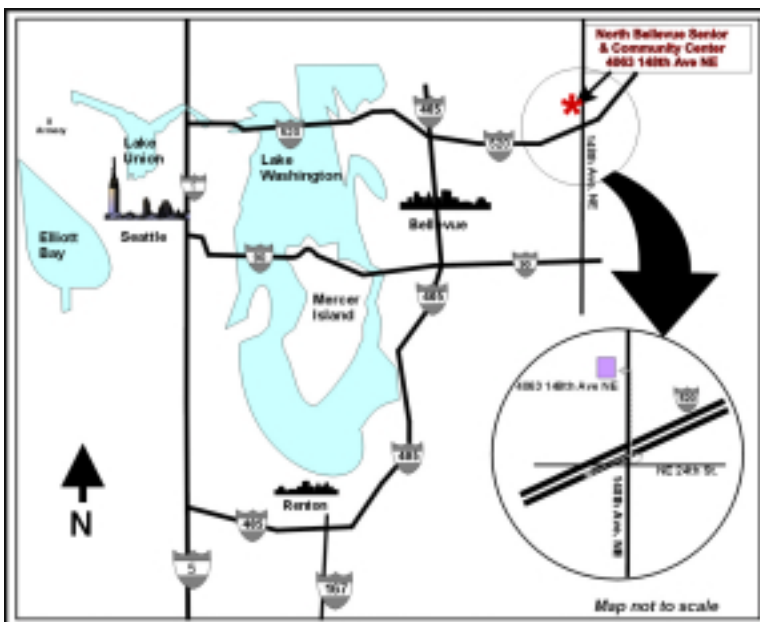
Eric



One last photo from the Vancouver show, taken by Scott K.

Meeting Reminder

November 9



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.