



Seattle Chapter News

Seattle Chapter IPMS/USA August 2020



In Praise of the New & Scary

Howdy! Tim Nelson here – I failed to avoid eye contact when Eric asked for a guest editorial so here we go...

Are you like me? Unfortunately for you, you probably are. You want to try that new technique, or tackle that difficult kit, but you might mess up. Fear of failure affects all of us to varying degrees. All of us are united in actually failing, but the key is to recognize failure as a necessary part of the growth process, not a negative to be avoided by just not trying. Embrace the failure - take the next step - repeat. The uncomfortable becomes more comfortable, the comfort zone enlarges.

Now I'm not talking about just doing stuff for the sake of doing it, or "box checking," just because some article or YouTube video says you should. If you're genuinely not interested in something, why waste precious moments of your life on it? (Of course, you might discover you're interested after all, but that's another topic - for someone else to write about.) I'm talking about removing roadblocks to things that intrigue you, **things you really want to do**, and to quiet the inner voice that's holding you back. One upside of life in these unsettled pandemic times is that we may have the luxury of a little more time to ponder what we'd like to do and how to get there.

Most of you know I'm a space exploration enthusiast, and I'm a fan of astronaut autobiographies.* These men and women are of course very high achievers, but that doesn't mean life came easy for them. They frequently fell short. The single common thread I see in all of their stories is a single-minded determination not to accept a negative outcome, AND – very importantly – to develop detailed plans to systematically

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SEATTLE CHAPTER CONTACTS**President:**

Eric Christianson
10014 124th Ave NE
Kirkland, WA 98033
Ph: 425-591-7385
ModelerEric@comcast.net

Vice President:

Terry Moore
7014 Lake Grove St. SW
Lakewood, WA 98499
terryandjill@comcast.net

Treasurer:

Fuzhou Hu
19012 3rd Dr SE
Bothell, WA 98012
Ph: 412-215-7417
fhu.ipms@gmail.com

Show Chair:

David Dodge
Ph: 425-825-8529
ddodge@nwlinc.com

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 10:30 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 2020 meeting schedule is as follows. All meetings are from **10:30 AM to 1:30 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

The August meeting has been cancelled
October 3

September 12
November 14

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Newsletter Editor:

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

AFV Club 1/35th Scale M60A2 Early Type

by David Dodge

The M60A2 early type by AFV Club is another one of their M60 series of vehicles including the M60A1, M60A3, M60A2 Early and late, and the M728 CEV as well as several foreign subjects based on the M60 series of tanks. The M60A2 early includes sprues from the common components of the hull and turret and running gear. M60A2 specific components are included to model the right vehicle, in this case the Gun barrel with the bore evacuator and the M60A2 turret and assemblies.



The ARCOVE report published in January 1958 recommended a major effort be directed toward the development by 1965 of a guided missile weapon system for future main battle tanks. Thus set in motion the development of the Combat Vehicle Weapons System Shillelagh (CVWS) which consisted of the 152mm XM81 gun launcher. This could fire conventional projectiles or the XM13 missile. The conventional projectiles had a completely combustible case and primer. The XM13 Shillelagh missile was ejected from the tank and a solid rocket motor propelled the missile to the target under the infrared line of sight guidance system. Development proceeded during the early 1960s and in July 1965 the M60A1E1 was type classified and 243 M1A1E1 turrets were procured with 1966 fiscal year funds and an additional 300 tanks were purchased with FY1967 funds. These were later standardized as the 152mm gun Full Tracked Combat Tank M60A2. Army figures show 540 M60A2 tanks produced. The consumable cartridge cases did not completely burn and left hot gasses and residue inside the breech, slowing the loading of subsequent rounds. This was addressed by fitting the closed breech scavenging system (CBSS). This was a high pressure compressed air system that injected 1000PSI air into the breech right after firing to clear the residue. These subsequently modified tanks can be identified by a bulge at the rear of the hull behind the engine and a gun tube without a bore evacuator (straight tube) The M60A2 tank was fielded to Armor units in Europe in 1975. Production was halted in 1975. Due to operational issues with the Missile and the fire control system the tank was phased out of service by 1980 with the rise of the deployment of High velocity Fin stabilized Sabot rounds that could be used by the M60A1 and the M60A3 tanks.

There were approximately 15 sprues molded in clear, black, and olive green plus the metal barrel, decals, vinyl components, and tracks. Parts count is over 500.

The instructions are a 20-page booklet with a color slick front page and the color slick four-view scheme rear page for the two decal options. There is a Sprue Tree map on page 19 and a notes and colors chart on page 2. There are 39 assembly steps. Discrepancies will be noted in the build notes. There is a separate color box art flyer.

Things to consider before building:

You will have more parts than required to build the model since many common M60 parts aren't always used.

The vinyl components (Main gun and commander machine gun shroud) can be glued with liquid cement, but be careful - it will eat the plastic. Work slowly and clamp or hold until parts are adhered, or use alternate cements

Almost all the photo-etch is used for the bustle rack bottoms and sides, you will mostly use these for strength during assembly since the tubing is styrene and delicate and difficult to arrange with the bracing. This will be the most difficult part of the assembly process.

The Searchlight is a kit just by itself, 19 parts and photo-etch. It's about the size of a sugar cube. Slow down for this step.

In step 4 it shows Part O-1 being glued onto the hull rear underneath. Don't use this as it is for the late version and houses the CBSS air compressor, which is only needed on the late version of the kit. The towing pintle is also attached to this part, but the regular Tow pintle parts for the M60 tank hull are included (C10, 11, 12, 13). This will have to be fudged, since no drawing is available, but there are locating lines for the pintle arms on the hull. You will have to fill in the locator slots for part O-1. The correct grill doors are on the "C" sprue, C87, 88.

Lower Hull and Suspension

Steps 1-6 covers everything track and suspension related. It's very straight forward. Other bits included are the lighting and tow pintle, lifting eyes and bump stops.

The shocks/snubbers and mounts(C9,D9,C17) need to be snapped together into upper, snubber lower mount first since it will be near impossible to do if you try to snap the snubber into the mounts after you glue them onto the hull and road wheel arm.

Tow pintle. See above in things to consider.

The road wheel arm has the torsion bar, which is keyed, molded on it. It will fit inside the mount holes, but the fit is tight, you may want to fit sand it so you don't break it while inserting it across the hull. Use caution.

The road wheels have an O-ring sealed between them to retain on the road wheel axle. You might want to wait until after painting as the underside of the tank is pretty busy and the road wheels block painting a lot of that.

Upper Hull and Decks

Step 7 is the driver's compartment. If you want that level of detail it is spread across the bottom hull, inside of the forward hull. It is very detailed and the parts are delicate and fragile. I kept breaking thin parts, so I closed it up and moved on.

The driver's hatch is attached to a torsion bar that is glued onto the bottom side of the deck; it might be able to be just glued into the hole. The driver's vision blocks are pushed up from the inside of the deck. Do this before you attach the front deck onto the hull. If you bypass the driver's compartment, this is easy to forget.

In step 10, there are the grill door hinges that are on the outside of the hull at the rear (D22Rt Side D23 Lf Side). These are easy to miss



so glue the grill doors on first then glue the back deck on to align everything. Do not use the indicated O2, O3 grill doors, use C87, 88 as those are for the earlier version without the Compressor.

The grill doors come in two flavors in Step 19, do not use C3, C34, C89 or K1 since those are for the M60A2 fording kit exhaust stack. I have never seen a picture of that fitted. Use C90 and fill the hole on the right rear grill door

There are ten top deck access doors that cover the gap between the hull and the back deck. There are triangular and "D" handles that go on the access grill covers, you just glued on. They are small and delicate and easily broken if you don't use a sharp cutter like a God Hand to trim them from the sprues. Tweezers will fling them everywhere if not careful as well. They really add the detail however so the attention will be rewarded.

You may have to make a decision on when to put the track on. The instructions show them being applied before the fenders get glued on. You could leave them off if you are careful threading them over the sprockets and connecting them underneath. When in place, they obstruct airbrushing all the bits under the hull between the road wheels and fenders. Builder choice on when to thread the track. The under fender clearance is tight, but workable.

The Tracks

Not much here, the two tracks are some sort of synthetic rubber but it is connected by a pin so you don't need to glue it or staple it. The section that is pinned can be torn so be careful.

The Turret

The Commander's cupola is steps 22-24. The turret build up is step 25-27.

The Tow Cable mounting brackets are PE that needs to be bent into a J shape and glued to the turret side, there are locating marks, but they are very light.

The rest of the turret is pretty straightforward, most everything has a good locator or fits well. Lots of bits.

The Searchlight mounting brackets are fragile, so be careful. I somehow lost the alignment with the gun tube and it appears to point lower than the gun/launch tube. Pay attention during gluing as there is only one glue for the mounting arm and that is where I went wrong.

The monumental struggle I had was with the bustle racks. The PE is a requirement to assist with the assembly to give it structure. The thin tubes are very fragile and are in one piece, and have to be threaded through the mounting panels and get all the fiddley bits glued together. You need five hands to align and assemble it all. I had to repair everything at least once while trying to attach everything. I wish you all success if you take up this challenge. It looks nice when you get it attached and painted to hide all the glue. I recommend Bondic UV set adhesive to assist.

Painting and Finish: Primer and Pre-Shade

I started by applying a primer consisting of Krylon Color Master with Durable ColorMax Technology rattle can (Flat Black) paint. It has great thin coverage and quick drying time. I left it to dry overnight to make sure it was fully cured.

Airbrushing Mission Models Acrylics

I had to do some soul searching regarding the gloss OD finish. The M60 was developed and fielded during the Army's transition from Solid Olive Drab finishes. My research showed a lot of dark shade OD solid green tanks. As the MERDEC schemes were standardized, they were used, as were some local adaptations. Also during this time, the M60A2 series was being phased out of the inventory, its service life was relatively short. That being said, I went with an OD scheme, I wasn't happy with the bottled OD as it appeared too green and not dark enough from what I remember of what I have seen, and what I saw in photos. So I settled on a darker shade. I mixed Mission Models MMP026 US Army Olive Drab FS33070 and darkened it with MMP035 NATO Black, which had a green tint. I mixed it 7 parts MMP-026 to 3 parts MMP-035. I then top coated it with MMP-008 Gloss Clear Coat.

Decals

The decals were fine; they went on easy and adhered no problems. I got in trouble with one decal that was not split across the tow cable and it folded in on itself, so ruined, I left it off.

Details

I went back by hand and painted the heater exhaust pipe on the right fender, the machine gun barrel in the cupola and the end connectors and center guides on the track.

Weathering

I was restrained on the weathering as most of my experience with tanks on European roads was mostly road wash and dust, not much mud, a little European splash mud from Vallejo and some AK Rain marks for NATO tanks. I then hit it with a dusting of Vallejo Model Air 71.027 Light Brown to dust it up and cut the glossiness without covering it over.

This early version of the M60A2 is well represented by the parts mix in this kit, but the instructions will have you build the wrong version with all the parts for the Closed Breech Scavenging System (CBSS). AFV Club produces the later version of that kit that would use that component and is most likely included in that kit as well. The kit parts pretty much have great fit and there are subtle locator marks for the tow cable PE and other parts. This basic chassis is used for multiple M60 Variant kits and has made use of the basic parts with multiple sprues to cover the subtle variants. The only really challenge I had was the bustle rack parts and assembly. Because the plastic components were so delicate and had unusual molding, it was very hard for me to assemble without breaking some of them.

I would like to thank AFV Club for the kit to review and IPMS for the opportunity to review this kit. Thanks for the crew support of the reviewers.





Clear Prop 1/72nd Scale Tupolev TU-143 Reys

by Jim Bates

When I first saw the Clear Prop TU-143 Reys, I assumed it was “just another” Cold War missile. Turns out, I was very wrong. The Tupolev designed type is an unmanned aerial vehicle and is powered by a jet engine; the Klimov TR3-117. Launched by RATO from a truck, the TU-143 is a short-range reconnaissance UAV with low-level capabilities. After taking photos of the target, it landed by parachute and the camera pod was removed from the UAV. (In later versions a datalink was added so images could be transmitted in real time.) The type was used extensively in the 1982 Lebanon War and over Afghanistan. Over 900 TU-143s were built and they are still in service today. In 2014, a crash landed (or shot down) Ukrainian Air Force TU-143 was discovered by pro-Russian separatists and there is a short video of the UAV on YouTube which illustrates many details of the type.

<https://youtu.be/icmUwtFC1Ac>



It appears that this is the first injection molded TU-143 in 1/72nd, with the only prior kit being a limited run resin kit.

Unlike a few of the other Clear Prop kits I have reviewed, this one is boxed in a side-opening box with a rather indifferent (or impressionist) painting on the lid. The contents of the box consist of two sprues of grey plastic, one clear sprue, an instruction sheet with color painting diagrams and line drawing assembly instructions, a small fret of photo-etch, a masking sheet, a brass pitot tube, and a decal sheet.

As with all of the Clear Prop kits I have inspected, the moldings are impressive. The mostly flash free parts have impressively fine recessed panel lines and some nice rivet detail. You have the choice to assemble the TU-143 on its ground handling trailer, on its landing gear, or in flight with the RATO attached. For the last option a nice little stand is provided. I grew up on Matchbox and Airfix kits, so I smile every time I see a modern kit with a stand included.

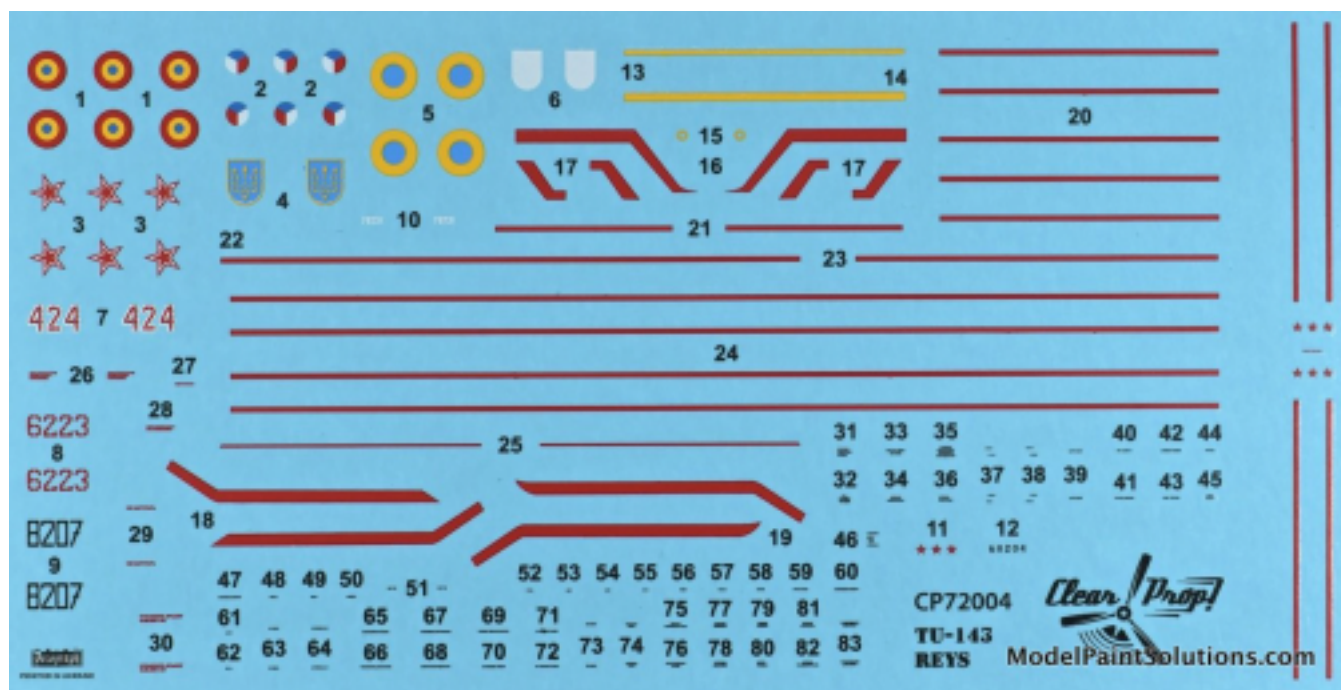
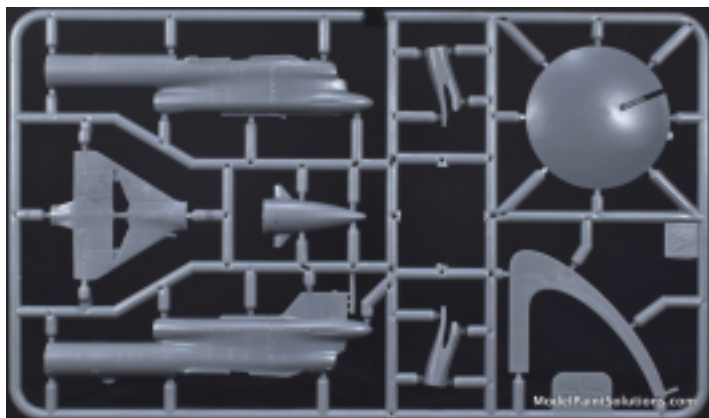
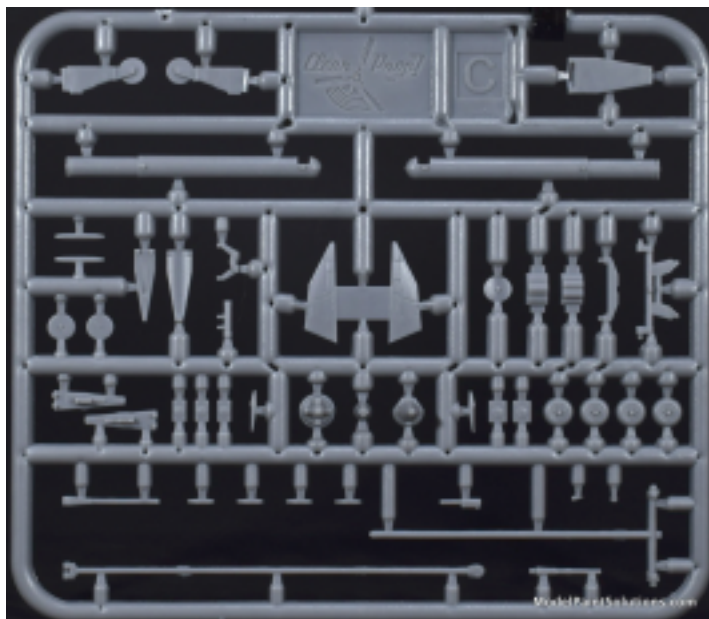
With no cockpit to fiddle with, assembly of the tiny model starts with the fuselage wherein a nose gear well, a three-part intake, and exhaust are added. The top nose piece, which includes the canards, is modeled in grey, but you have a choice of two different clear bottom parts depending on the camera setup. The cameras are included and are tiny. Then the two-part delta wing is attached along with miscellaneous fairings and antennas, along with the brass pitot tube. At this point, you need to decide if you want your TU-143 on a cart, on its landing skids, or in flight. If you wish to put it on its skids, additional detail is provided on the photo-etch fret. If not, you get to build the eight-part trailer or the five-part RATO. The final step requires the modeler to engrave a keyhole-like shape on the nose-cone using a template provided on the photo etch fret.

Decals are provided to build TU-143s from the Russian, Ukrainian, Czechoslovak, or Romain Air Forces. All four are in light grey with red cheat lines and panels. Each option has tiny stars or roundels to apply and my choice would be the Ukrainian Air Force example as it also has a Squadron badge on the tail. The decal sheet looks well printed and includes quite a few tiny stencils. On first blush you wonder how all the decals will fit on the tiny model! The instruction sheet looks reasonably clear, but I wish the color painting diagrams were a tad larger. However, it is quite nice that they include four-view draws of each option. Only Humbrol color callouts are provided.

This is a rather neat kit which should make a nice, but small, model. Highly recommended to Cold War and Russian aviation fans.

Thanks to John Miller of Model Paint Solutions (www.modelpaintsol.com) for taking the photos used in this article.





Wayne Wachsmuth

by Bob LaBouy

For many of you the name Wayne Wachsmuth will be a familiar name, as he was a well-known, long time IPMS-USA member. Wayne was also a retired U.S. Air Force command pilot who retired in 1987 with over 30 years active service to our country. His Air Force career consisted of time in B-47, B-52, and FB-111 aircraft. He flew just under 6,000 hours and completed 129 combat sorties over North Viet Nam.

I first met Wayne in 1969 at our (i.e., Bill Osborn, Norm Filer, Jerry Nilles, and myself) first IPMS-USA national convention in Los Angeles and continued our friendship over the interceding years. When we met with several other mutual friends and started discussing the state of the Society's contest rules and categories, we found there was very little consistency and nothing in writing, nor an organizational structure. For example, we had no rules about what constituted a 'plastic model'; for example, several of the '69 national contest winners were actually wood models! I sought Wayne's input along with George Lee and Walt Fink, which quickly led to the first of what now constitutes the IPMS-USA National Contest Rules and Categories. Along the way George passed away leaving Wayne, Walt, and I to continue to rotate for a number of years as the presiding head judges and formed what was to become life-long friends.

In his Air Force career, Wayne received his pilot's wings graduating from his cadet pilot class in 1957. He was a command pilot and had amassed over 5,000 hours of flight time during his distinguished career. Among the numerous aircraft he had flown several flights in the B-52D '662' now displayed at the Air Force Museum, in Fairborn, Ohio. He flew numerous Arc Light missions during his three combat tours from both Anderson AFB, Guam, and U-Tapao RTNB, Thailand.

Additionally, Wayne was a licensed guide for the Gettysburg National Military Park in Pennsylvania and enjoyed sharing his extensive knowledge of the many battle sites in larger Gettysburg battlefield.

Another aspect of his varied interests included his fully restored MG-TD. He loved displaying his MG at local car shows, talking and displaying his pride and joy.

I last ran into Wayne while he was visiting the Smithsonian's Udvar-Hazy Museum in Chantilly, Virginia. I found myself following along listening to descriptions of the many aircraft he had flown, displayed in this beautiful museum as well as his pride as a retired Air Force officer.

Wayne will be missed by many of his long-time friends, including those who will continue to benefit from his involvement and guidance in our Society's national contests, as well as his wife Kathy, and son Paul and his family. He was in every sense of the word, a true American hero.



NOW, Out of the Past: A Rabbit?!

by Scott Kruize

No, no: this isn't about Bugs Bunny, who turns 80 this year – popular though he is among our membership. It's about something else popular among us – beyond our building plastic models since Way Back Then.

Every one of you I've pressed on the subject admits to playing with flying models, too. I'll bet that always included North Pacific® quick snap-together balsa gliders and rubber-powered prop planes: the **Star Flyer**, **Sleek Streak**, and **Skeeter**. Pretty much anyone – even the clueless little kids we used to be – could get one to fly, at least minimally. (FWIW, I'm reliably informed that the North Pacific planes were available across the pond in Jolly Old England...so says our irreproachable Newsletter Editor!)



Nowhere near as easy were the stick-and-tissue flying scale models from Comet, Top Flite, Sterling, Guillows, and others. They looked fabulous in their magazine ads, but the reality – which we had no way of appreciating back Then – was that they were intended only to be SOLD. OK, perhaps it was possible to build them to completion; some of us did...but fly them?

The most I'd get in the backyard from my Comet Mustang or Guillows Fw 190 was ten feet of uncontrolled aerial stagger, before a crash broke off a wing or crunched the nose. Only with hindsight – and a large dollop of modeling information, absorbed since Way Back Then – do I understand that kind of 'performance' was not my fault. Experienced flying modelers – I knew none Then – could make such kits work only by replacing kit contents: decent light but strong balsa and Japanese tissue replacing the cheap 'sheet iron' materials provided...then properly winding up actual high-quality 'contest'-grade rubber-strip motor loops, of properly calculated size and length...discarding the barely-stretchable brown rubber band tossed – as if as an afterthought! – into the box at the factory.

We should have been offered models in between those two extremes, Way Back Then. If they were available at all, I never saw them. But I was used to buying models from the local discount drugstore, within walking distance, and sometimes in Lakewood's business district's variety store and department stores, when Mother took me with on her shopping trips. That's not at all the same thing as going to a hobby shop, but I had no way of knowing, back Then, what such specialized shops carried. I've only one memory, ever, of being taken to an actual hobby shop by my parents. That's where I got the Top Flite catapult-launch all-balsa "JigTime" Navy Cutlass glider. I didn't regularly go to hobby shops until after moving to Kent, when I learned to drive and got 'real' wheels, a Honda Sport 65.

The in-between models I'm talking about were with stick fuselages and light open-framework tissue-covered wings and tail feathers. Several such existed Way Back Then – I know now! – and a few are still in production and available.

In that category physically – if not temporally – is Bill Warner's '**Sky Bunny**'. I first encountered it in *Model Builder* magazine in the late 80s. His series of articles for monthly publication were to take novices through all the steps to increasingly sophisticated and advanced success. The series was entitled "Hey Kid...You Want to Build a Model Airplane?"

The series started with the old **Sleek Streak**, which with minor modifications and Bill's guidance, can be made to give quite decent flights. From there, the series worked through other simple designs, with **Sky Bunny** in the middle. The series was so popular that TAB reprinted it in a set of three sequential paperbacks. (See the cover here of the middle volume.)



Bill Warner's motivation was not chasing after prizes in high-tech Free Flight contests, but having fun and sharing the ability to have such fun with novice modelers. Would that I had been one of them, Way Back Then!

Oh, well, better late than never. While learning to build flyable R/C glow-powered sport planes, I took a couple of side trips off into building light, simple stick-and-tissue rubber-powered

Free Flight models. I was startled when a simple **Cavalier** from Flying Models actually flew the way I wished my childhood efforts had, so I continued to dabble...and still do. You may recall Ralph Braun having me join him at an IPMS meeting awhile back to build **AMA Racers** (aka **Delta Darts**) from scratch...finishing and actually flying them, at meeting's end, into the back of our Bellevue Community Center meeting room. (Remember when we used to meet in person, a large crowd in a large room? Someday, we will again...)

Anyway, those Darts really work...softening some of the disappointing memories of those flying scale model crashes back Then...so I've taught two classes of late-elementary students – and their teachers! – to build these...'biting' them with the 'Balsa Flies Better!' bug.

The July issue of *Model Aviation Magazine* describes the newest **Sky Bunny** Postal Contest. It's been held for a few years but this year it's to "Remember Bill Warner", who died in March.

Around the country – around the world – anybody may build a **Sky Bunny** and fly it over the weekend of September 5 thru 7, and send in their best flight time; inclusion of a picture encouraged. "Postal contest" is a phrase dating from the 1920s, when scattered modelers wrote up their results on paper and sent them in via stamped envelopes. (The day's coming in the Not Too Distant Future when little loved ones will ask us "What are letters? Envelopes? Stamps?"). Now, we'll just e-mail the organizers, and flight times will arrive for compilation very much quicker than by 'snail mail'. Results will be posted by the Academy of Model Aeronautics. There's no prize money, no 'Major Awards'. As a simple, nostalgic, fun tribute to Mr. Warner, all entrants – however ancient, like me! – will have fun.

If you wish to share this fun...take a break from plastic modeling...make a nostalgic trip...do something anti-Pandemic-y...or just show yourself that your modeling abilities are Now – even if they weren't back Then – up to this modest challenge, join the 'happening'.

And maybe – just maybe – there's a child in your life that you'd like to steer away from your failures Way Back Then...into building and flying successfully a model airplane Now. Maybe you need to ask "Hey kid...you want to build a model airplane?"

Note that a kit, once made by Peck Polymers®, is again marketed by Wind-It-Up Enterprises®. Free plans are also available, and there's not much to scratch-building the **Bunny** – certainly nothing beyond the reach of you SuperGlue-Wielding Masters of the No.1 X-Acto Knife. (Or if you're an Eric Christianson disciple, a Swann-Morton® scalpel.) If you'd like to scratch-build, but your old balsa stash has vanished into the Mists of Time, call or e-mail me and I'll gladly give you enough material; no charge! Joy in modeling is timeless, priceless... I should've built and flown a **Sky Bunny** or similar Way Back Then...but at least I'm doing so Now. If that's not quite the same thing, it's as close as I can come. Want to join me – and a large, if not currently knowable – bunch of our friends-and-relations, in this great nostalgic event and contest?



Credits and Links:

The original series ran in *Model Builder* magazine from November 1987 to December 1988. Reprints are from TAB Books, part of their comprehensive set of "Don Pratt's Modeling Guides".

Bill Warner's series is in three volumes:

The Beginning Guide to Building the Peck R.O.G. This model is a 'notch' above the old North Pacific simple sheet-balsa planes, having open-structure tissue-covered wings and tail feathers. It's a notch above the **AMA Racer** too, in that it has landing gear.

Building the Sky Bunny. This intermediate model flies better than the **Peck R.O.G.**, being larger and with built-up wing made with cambered sheet-balsa ribs. All you ever need to know to enter this Postal Contest!

Building the Flying Aces Moth. The last volume in this series has the most advanced model – although still simple. As well as the flight surfaces, the fuselage is built up of slender struts, sticks, and formers.

The volumes are all softbound, measuring 7.25" x 9", about 60 pages, illustrated with diagrams and black-and-white photographs. First Printing of these volumes are Copyright 1992 by TAB Books.

The official publication of the Academy of Model Aeronautics is *Model Aviation*. The current (July 2020) issue describes the popularity of Bill Warner's designs, and the **Sky Bunny Postal Contest**. Cited sources at the end of the article are:

www.modelaircraft.org/sites/default/files/files/WarnerBill.pdf

A provider of **Sky Bunny** kits, and all kinds of other Free Flight equipment and materials can be obtained from Wind-It-Up Enterprises/Peck Polymers at their Website www.wind-it-up.com

The **Bill Warner Memorial Sky Bunny Contest** headquarters can be contacted at skybunnypostal@gmail.com, and the Website www.wind-it-up.com/pages/sky-bunny-postal-contest

Those interested in free flight, generally, may visit www.freeflight.org and www.flyingacesclub.com

P.S. Those of you whose interest in such a project leads to shuddering at the memory of the ghastly glues, impossible-to-handle tissue, and model airplane dope we struggled with – chill out! Read my Addendum! --SHK

Addendum: Leave That Goopy Stuff in the Past!

Hey: remember Way Back Then...what it felt like, what it smelled like...when you tried to build a flying model, using 'Ambroid'® cement...or maybe Testors® 'Cement For Wood Models' in the green tube? And then working with 'model airplane dope'?

Now, don't run away screaming like that...I only bring these up to say you need have nothing to do with them, ever again. If you want to build a **Sky Bunny** – or anything else of balsa and tissue – you have perfect substitutes at hand, right now.

Let's start with glue for construction. We have "superglue" (Cyanoacrylate). This works great, and sets almost instantly. Care should be taken to use as little as possible on a flying model, since it's a bit heavy. (It also has a tendency to glue your fingers to model parts and to each other if you make the slightest inattentive mistake...but you knew that already, right?)

'White' glue (polyvinyl acetate – PVA) and yellow 'carpenter's glue' (aliphatic resin), as used for crafts, woodworking, and the like, are perfect: strong when dry – not toxic, expensive, or hard to clean up. Since their bulk is mostly water, once dry, their strong residue weighs little. The only disadvantage is that parts have to be kept in alignment for awhile till the glue 'grabs'.

Modeling in balsa means pinning parts down onto a building board, or holding them in some sort of jig, then being patient for an hour or so.

Let's take up tissue for covering. In the old days, you either made do with domestic tissue for gift wrapping – heavy, weak, and porous – or pay big bucks to a hobby supplier for Japanese tissue. Nowadays, much stronger and lighter tissue is available – thinner, tight-grained, with a near glossy surface – from craft and variety stores. Manufacturers are in India, the Philippines, Vietnam, Germany, and right here in the good ol' U. S. of A.: Hallmark®, Caspari®, and American Greetings®. There might be others: I don't claim to have comprehensively surveyed the field. The point is: fine tissue is readily available, inexpensively.



We don't need dope to apply and finish it. A glue stick of the 'permanent' type works perfectly. It's easy to run along the balsa-framed perimeter. The tissue is laid in place, gently tugged all around to work out slack and wrinkles, and then a thumbnail run along to press the tissue tight into the glue. Once this is allowed to set and dry awhile, the bond is quite strong.

Many manufacturers make glues and glue sticks: trade names include LePage, Gorilla, Elmer's, Scotch, WeldWood, Titebond, UHU, Avery, and more.

Finish today should be sprayed acrylic: Krylon® 'crystal clear' from a spray can, airbrushing your preferred paint brand of clear gloss...or our favorite Jack-of-All-Trades go-to 'miracle' fluid: Future! (aka "Johnson® Pledge® – Floor Gloss – Original" – as the last bottle I bought is labeled.) I use it un-thinned in my well-worn Paasche 'H', in two thin applications.



Smooth tissue sags slightly as the acrylic spray wets it, but as it dries down, the tissue straightens out and shrinks back, now glossier, sturdier, more aerodynamically efficient, and of course prettier. All in all, quick, clean, and easy: none of the mess and the smell of dope – which always took 'forever' to finish out-gassing.

Bill Warner's 'Old School' and devotes substantial space in his articles and books with descriptions of how to handle and use the old glues and dope. All that can now be ignored now in building the **Sky Bunny** or any other balsa flying model. Many things are better Now...this is one of them...lay to rest the dark elements of your memories of Way Back Then...and build the old' ANEW!

In Praise of the New & Scary

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overcome the obstacle(s) in their way. Often their plans involved seeking help from colleagues and experts. It's a lesson that can be applied to scale modeling skills...

I was afraid of model clubs. I was a "lone wolf" modeler until the late '90s. Those club guys must be competitive and pretentious. I went to a few NWSM shows at the Museum of Flight, and it looked like these dudes were having a pretty good time – and helping each other get better. When I finally worked up the gumption to attend a meeting, guys like Jim Schubert were welcoming. I also joined IPMS and never looked back. The hobby enjoyment and friendships have been truly life-changing.

I was afraid of airbrushing. Had an old Badger dual-action in the '90s that was nothing but trouble. Switched to Aztek for simplicity but didn't like the results. I just hand-painted for a period out of resignation. After asking guys and absorbing Ted Holowchuk's tutorial on the IPMS/Seattle website (still there!), I became comfortable with the Paasche H and began to really look forward to painting more than anything else.

I was afraid of advanced airbrushes. I used that trusty Paasche H for almost 20 years, but there were some subtle things it just couldn't do. John Miller, the "Airbrush Kingpin" came along dangling a Harder & Steenbeck Infinity in front of me. After long conversations, I took the plunge and it's now my primary brush. The learning curve was steep, but with John's help I'm able to do things now I couldn't do before.

I was afraid of acrylic paints. Loved Model Master enamels and the Floquil line for years. Tried Model Master acrylics in the '90s and swore I'd never go near that crap again. But using lacquer thinner over time, I really wanted to move to something less toxic. About the time I was looking at that Infinity, the Kingpin also turned me on to Mission Models Paints. Again, a learning curve but I'm essentially converted to acrylics and happy, even with the metallics. I still have questions that he and guys like Blaine Singleton help with.

I was afraid of vacuform kits. They look so crude and difficult. But sometimes there's no other kit of a beloved subject. I soaked up Terry Moore's seminars and sought his counsel, and it turns out there's no need to fear the vacs. I've now built five or six of them, and the creative, free form nature of adding detail as you deem suitable is quite enjoyable – I now rank these builds among my favorites.

I was afraid of resin kits. They're usually expensive, filled with bubble holes and flash, and they smell funny. But again, the subject matter! Again, the sage advice of people like Jim Schubert showed the way, and opened the door to exotic projects that would otherwise not grace my shelves.

I was afraid of expensive kits. What if I screw up? On the other hand, why did I part with that cash if it's just going to sit around? After tackling some multi-media kits without anything too nefarious happening, I realized that a kit's a kit so moving, say, a Wingnut Wings kit to workbench front and center would likely be OK. Chatting with folks like Don Conrard gave me insight to possible gotchas. I built one and had a blast (and then bought a few more). Another build is coming soon.

I was afraid of scribing. Every attempt was a hack job. But I read articles, attended seminars, bought the excellent UMM scribing tool and practiced a lot. I also bought one of John Miller's Holly Scribes and flexible clear guide tape for a new dimension of scribing. I still struggle at times, but not as much.

I was afraid of vintage aircraft rigging. It was intimidating as hell but sure looks cool when done well. I watched our old pal Stephen Tontoni demonstrate his method, and discussed approaches with others. Then I practiced a lot, tried different methods, botched up some attempts, and got a lot better. The door opened to lots of subjects that I couldn't consider before.

I was afraid of figures. So cool yet kind of complicated and a little artsy. But nothing adds to a model like a good scale figure, so I dove in. Seminars by Steve Hilby, Terry Moore, Jon Fincher, questions, old Shep Paine books, YouTube videos. Mostly working in 1/72nd, I realized you can take shortcuts and I do that a lot. But I wanted to do larger figures also, so I dipped my feet in 1/32nd water for a Sopwith Camel pilot. It was a passable first attempt, but lots of room to improve, which I will do by failing and adjusting.

I AM afraid of ship and car models. I spend a lot of time at shows, especially the Nats, looking at these fascinating subjects. To get off the schneid, I committed to a 1/700th *U.S.S. Tennessee* for the December 2021 NWSM Pearl Harbor display at the Museum of Flight. I've attended seminars, acquired books, asked questions of folks like Tracy White and Rick Heinbaugh. The keel will be laid soon. Similarly, I've queried guys like Dan Ehrhardt with car model questions and am determined that one of those will move to the bench soon(ish).

(By the way, I'm not particularly afraid of armor but also not that interested. However, I do want to try some of the heavier weathering techniques discussed by Eric Christianson and others, which never seem to make sense on my favorite subjects. To that end, I'm working on a top-secret armor project. I may have questions.)

I've also learned from many of you not mentioned by name above, and hopefully shared some of my own knowledge from time to time. I still tighten up in the late stages of a build, knowing that certain missteps can bring ruin to the project. But an incomplete project isn't doing anything for anyone so I take some calming breaths and press on. I've learned a lot about repairing and hiding mistakes at this stage, and of course even a "fatal" mistake isn't *really* fatal – after all, we're talking about models here.

So if you're putting stuff off until you "get better," what's your plan to actually get better? List your fears and perceived weaknesses, and develop your plans to confront them. There's no pressure or rush - it's just a hobby - but decide what will allow you to enjoy modeling to the fullest.

What does any of this have to do with a guy playing bass guitar to a pup? Well, learning to play bass was a life-long dream I finally started to pursue in earnest a couple of years ago. I'm not Jaco Pastorius and never will be, but the journey has been richly rewarding and I'll continue to learn and grow. And our aging brains need learning and growing. If my dog will listen to my missed notes, that's encouraging. Nike was right – just do it.

Stay safe and happy, model like no one's watching, chart a course, and follow your bliss.

*(Some of the best the genre from the most recent generation of astros are Scott Kelley's *Endurance*, Mike Massimino's *Spaceman*, and Chris Hadfield's *An Astronaut's Guide to Life on Earth*. Mike Collins' *Carrying the Fire* is still the all-time best in my opinion.)

Tim

Meeting/Show Information

The August IPMS Seattle meeting has been cancelled. It is impossible to know at this time for certain when our meetings will resume. Please check the web site at <http://www.ipms-seattle.org> for updates.

The Oregon Modelers' Society and IPMS Vancouver shows later this year have been cancelled.

Eric will be sending out an e-mail blast to all members inviting everyone to a Saturday (online) Zoom meeting during the hours of our normal IPMS meeting (10:30am – 01:30). If we can't meet in person, at least we can meet online and work on models together. It is a lot of fun. You can join the meeting via your smartphone or from your camera/microphone-equipped laptop or PC. Look for the e-mail on Friday.