



Seattle Chapter News

Seattle Chapter IPMS/USA June 2020



Can You Say...IPMS Seattle 'Mini' Show?

I'm looking for a ray of modeling sunshine. I don't know about everyone else, but once we stopped having our monthly meetings, my motivation to actually finish my builds started to wane. Precisely when circumstances gave me all the time I ever wanted to model, it seemed to take more and more effort to actually sit down and engage in my favorite pastime.

It wasn't until I started participating in the online build sessions that I felt that old spark starting to ignite again. I think this is due to a need I have for others to see and hear about what I have been working on; and my need to see what others are working on, and to hear their stories.

Well, I've got an idea – something that I hope will motivate ALL of us; whether we've moved our modeling online or not. I am thinking that once we receive the all-clear to meet as a group at the North Bellevue Community Center, that we hold our own local 'Mini-Show' in place of our first normal club meeting.

In my mind's eye, I see renting both large rooms at the NBCC for about four or five hours on a Saturday. We set up one room as a loosely-themed 'Pandemic' modeling display – to include (but not limited to) the models and projects we've been working on since our last meeting in January. The other room would be set up as our own little 'vendor' room, giving us the opportunity to buy and sell kits and modeling supplies – including, perhaps, the raffle donations Daniel has amassed for 'the big show that never happened'.

At the same time, we can have a pot-luck lunch not unlike our Christmas Party, and maybe even run a few seminars. We can take 15 minutes at some point in time to go over the news and announcements, but that's it – we stick to a show-style format. We can invite members from our sister clubs to attend, and the general public as always. A mini-show such as this would address several issues forced upon us by the pandemic, and perhaps provide us with a small taste of all the shows that we've missed this year.

Keeping the event small would preclude the need for us to advertise or do any other big-show preparation, and opening up the space, and limiting the food/drinks to specific types of items, would help us follow any King County Covid-19 protocols still in effect.

Plus, we've saved money by not meeting these past months – perhaps even enough to pay for it all.

To this end, I have put some questions to the NBCC about timing, availability and cost, and I encourage you all to discuss the idea, and think of ways around any bottlenecks you come up with. Let me know @ **ModelerEric@Comcast.Net** how you feel about the idea.

One thing for sure: ever since I started thinking about this, I've been back at the bench, with my music on, and a smile on my face. We can do this.

And don't forget this Saturday's online Zoom build session! Invite e-mail to come.

Eric

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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 June meeting has been cancelled
August 8

July 11
September 12

IPMS/USA MEMBERSHIP FORM			
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Address:		First	Initial
City:		State:	Zip:
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Type of Membership: <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
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<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (airmail) *Checks must be drawn on a US bank or international money order			
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order			
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Newsletter Editor:

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

One-Day Wildcat: Building Airfix's 1/72nd Scale F4F Wildcat in Only 24 Hours

by Chris Banyai-Riepl

Faithful followers of *Internet Modeler* know that my build speed is slightly slower than glacial. There have been a lot of great kits that have come out in the last few years, though, and I felt the need to increase that build rate, and quickly before I could change my mind. So I came up with the crazy idea of starting and finishing a model in just one day. That way I wouldn't be able to squirrel my way out of it and I could finally get a finished kit on the shelves. An interesting plan, let's see how it turned out.

Given the short time frame, subject selection is critical. There were lots of kits I could have chosen, but I narrowed it down to a single-engined aircraft, with one or two colors maximum for the exterior color. That eliminated Luftwaffe or RAF WW2 subjects, and a fair bit of post-war jets as well. After looking at the available stash, and more importantly, the available paints, the choice became obvious: the Airfix 1/72nd scale Wildcat. The kit is nicely detailed out of the box, but still a fairly simple build with not too many parts. The kit decals offered up a blue and gray option that should be easy enough to paint, and I had both colors in my Vallejo Model Air stash. So, let's get started!



Day 1, 1200 hours, start time. The first step is part prep. With the short cycle, the top priority is to get all the interior parts ready for paint, so the cockpit pieces, fuselage halves, and forward bulkhead are all removed, cleaned up, and cockpit pieces assembled. This took all of about 15 minutes or so, and then it's off to the airbrush. I fully plan on doing this build with a closed canopy, and the opening is small and framing heavy, so I'm not too concerned about a lot of detail here. I sprayed everything with an interior green color, then set it all aside to dry for a bit. We're now half an hour in.

which was probably the most challenging part of this build. Wildcat landing gear is a convoluted display of struts and braces, and the Airfix kit does a fairly good job at capturing the complexity. However, the molds aren't very precise here, and a slight bit of mold misalignment creates massive headaches. This took a fair bit of time to get everything together and secure, but I got there in the end. The Airfix kit comes with the option of folding the wings, and I gave some thought to employing that. However, I was on the clock so I opted for straight wings and glued those together at this time as well.

While those parts were drying, I turned to everything else. All the other plastic parts were cleaned up, including the landing gear,



Day 1, 1400 hours, 22 hours to go. At this point, the fuselage innards had dried enough, so I added the cockpit decals and did some detail painting such as the headrest and control column tip. I also gave everything a wash and a quick drybrush to pick out details. At this point, I also masked off the forward part of the fuselage interior and painted that area, the forward bulkhead, and the landing gear gray. The bulkhead got a wash as well, and then the fuselage was glued together. That whole process took another hour or so, but it's starting to come together.

The next step was to get the engine and cowling done up. The engine piece was quickly painted and given a wash to pick out details, and the interior of the cowl painted at the same time as the landing gear. The canopy was taped up and the framing cut away, then that was glued in place. The lower fuselage windows were also masked off. At this point it was time for all the usual seam cleanup. Luckily, the Airfix kit goes together exceptionally well, so no filler was needed anywhere. I sanded all the seams down, and rescribed the panel lines over the top and bottom of the fuselage. The wings also got seam cleanup, and I smoothed out the edges on the stabilizer and rudder. Having gone non-stop for several hours, I then took a food break.



Day 1, 1800 hours, 18 hours to go. The airbrush is fired up, and I paint everything with a nice even coat of gray. This will operate as both a primer and a bottom camo color. After letting that dry for a half hour or so, I give everything an eyeball inspection and nothing egregious jumps out at me. So, I fill the airbrush up with intermediate blue and freehand the upper camouflage. The fuselage is the most challenging, as it has a pretty sharp curve down on the blue around the wings. To make sure I captured that well, I left the wings off. With the butt joint of the wings, this was an easy decision to make, and the Airfix kit is very clean in this area, with the seams fitting tightly.

After the wings, tailplane, and rudder are painted, all the major assemblies are set aside to dry and I then airbrushed all the smaller details, namely the wheel hubs and the propeller. Looking through everything else, I realized that there is nothing else for me to do, and I wanted the paint to cure thoroughly before decaling, so with the clock ringing at just past 2000 hours, I called it a night and turned off the lights. I have 16 hours to go, and most of those will now be lost with a drink, a movie, and sleep.



Day 2, 0900 hours, 3 hours to go. Yeah, I know, I should have gotten an earlier start, but it was a nice morning and I was enjoying my coffee. So sue me. On the positive side, everything looked excellent in terms of the paint, so I jumped right into the decaling. Astute readers will notice that I did not use a clear coat over the paint. My reasoning was that the acrylic paint is remarkably smooth, the decals had minimal clear film, and I was going nuclear on them anyway with Solvaset. Surprisingly, that plan worked exceptionally well.

While I am a sucker for colorful markings, the red and white rudder stripe decals had me worried with getting them to line up and wrap around the edges, so I opted for the second scheme. This is Captain Marion Carl's VMF-223 F4F-4 from Guadalcanal in 1942, complete with a scoreboard of 19 kills on the fuselage side.

With the wings still off, doing the decals was very manageable. I did the decals on an upper wing half, which consisted of the star, a number, and a walkway, then set that aside after Solvasetting everything and moved to the fuselage. I then did one side of the fuselage (cowling number, fuselage number, fuselage star, and tail serials), then did the second wing. By the time I had finished that round, I was ready to flip the wings and do the underside. A couple sessions of Solvaset on everything, and I then set everything up and walked away. Always walk away when using Solvaset, because it will look really bad before it looks amazing.



Day 2, 1030 hours, 1.5 hours to go. It's the home stretch now. With the decals dry enough, I scraped the edges of the wings and glued those in place. I kept the canopy masked, as I planned my final step to be finishing everything with a flat coat. I busted out some silver paint and did some light chipping around various panels, then grabbed some tan paint and drybrushed over the

walkways to simulate dirt. I painted the propeller tips with some yellow, and glued that in place, as well as the lower wing aerial. That whole process took me to about 1130 hours, at which point I let everything cure for 20 minutes or so. I then grabbed a cotton swab and some isopropyl alcohol and gave all the decals a swipe to clear off any remaining residue, headed to the airbrush, and coated everything with a flat coat.

Day 2, 1200 hours, 0 hours to go. With a pair of tweezers, I removed the canopy masks. Done.

No ifs, ands, or buts about it, this was the most fun I had building a model in years. It's not going to win any contests, but I knew that going in and was therefore able to relax and just enjoy the process. I fully plan on doing these kind of speed builds again, perhaps not a 24-hour one again, but a weekender for sure. I highly recommend giving it a try.

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



Hope Model F7U Better Than the Original

by Scott Kruise

I've got a love/hate relationship with the Chance Vought F7U Cutlass, which goes the 'eternal' way back to my modeling and interest in aviation history in elementary school.

Everybody laughs when something about the 'standards' we had Way Back When get mentioned...because we didn't have any. I had no clear idea of scale, early on, so was entirely content with whatever 'box scale' manufacturers used in their own production and packaging economies. My selection criteria for spending my modest allowance were primarily how cool the box art was. See the shot of the Aurora Cutlass, which is the one I built, which I've only finally found out, now, is said to be more-or-less 1/70th scale. I bought and built it because I thought the Cutlass on the box art looked so cool.



It was not a complete success, even by my standards at the time. Planning this article resurrected a long-dormant brain cell...building this particular kit was one of the first indications that I got that – profound horror of horrors! – grown-ups did NOT, in fact, always know what they were doing. The decals didn't fit. The engraved markings on the plastic (remember those?) were slightly larger. I centered each decal over its engraving as best I could, but they were obviously wrong. More frustrating, when my childhood friends looked at it, they couldn't believe the error was at the factory. It HAD to be my incompetence.

My next experience with a Cutlass of my own was when my parents took me to a rare visit to an actual hobby shop near Lakewood, and let me buy Top Flite's "New JIGTIME Model" Navy Cutlass, "Parts completely finished ready to assemble", so the model "actually reaches over 50 mph"...and all for 29 cents! Those box top notations are guaranteed 100% accurate. See for yourself: I still have that original box!



The results of putting together all the kit's die-cut, pre-colored balsa parts with Testors® Quick Drying Model Cement produced a catapult-launched glider which I found entirely satisfactory, until after thirty or so flights, it was too badly battered to repair well enough to put back into the air. Altogether, unlike the Aurora plastic kit build, an entirely satisfactory modeling endeavor!

Much later, my own Dark Ages ran out: college, first job, first marriage >> divorce, more jobs, moves from place to place, etc. I got back into modeling in the late '80s to early '90s, when I got way past my early experience in stick-and-tissue balsa free flight Comet and Guillow's "authentic scale" models (!), and Cox 1/2A-powered U-control planes...and took up radio-control glow-engine-powered sport-plane building and flying. I flew at Marymoor Park a couple of times, early on, then joined the Boeing Hawks, and flew off their field once next to the Space Center in Kent. Like the other club members, I went faithfully to the Pacific Northwest R/C Expo, held at the time on the Western Washington Fairgrounds in Puyallup. I especially liked pawing through the wide variety of unpredictable stuff at the swap meets. "One man's junk is another man's treasure."

When I saw there a chance to get a Cutlass that would really fly, my childhood love took over. A Global® Cutlass-10 model had been started, with original construction work looking not too bad...so I bought everything – plans, parts, partly-built wing and fuselage, for just \$10. It's been one of those 'someday' projects that I had in the attic until a couple of weeks ago. Pandemics are the perfect time to haul these out again, eh whot?

Like the little Jigtime, this is all-balsa, but spans 34" with 270 square-inch wing area, intended for .09-.10 glow (gas) power, but this will be modified for a modern brushless electric motor system. By now, the power-to-weight specs of such systems is within an eyelash of glow-engine installations, when you take into account associated fuel tanks, mounting, plumbing, and the mechanical servo needed for the throttle. (Electric motors use what's called an Electronic Speed Control, a small solid-state device much smaller than a mechanical

control.) And all without the mess and noise...and nowhere NEAR the hassle that comes with getting a glow-engine to run properly and reliably and put out its optimum power.

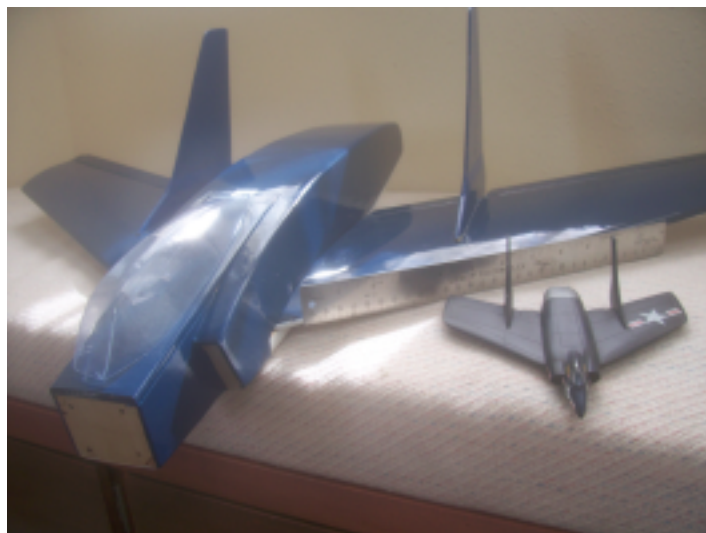
Back to this Global kit, long out of production: once I started work on it, I could see why its prior owner got partway through the build, and then got so discouraged as to want to be rid of it. It has lots of problems and is taking a lot of time, not so much because anything is particularly difficult, but a lot of the work is 'fussy'. For example, getting the fin/rudder assemblies to actually fit snugly over the wing profile took a lot of time-consuming fine carving and sanding. The die-cut parts that made up the fin bases didn't remotely fit.

References to the real plane were already on the 'Hurricane Bookshelf'. Motorbooks International's Volume 2 of *Aircraft Archive - Postwar Jets* has the Chance Vought's F7U Cutlass as the second design illustrated. Its drawings, like all the rest in these volumes, look very professional and accurate. Then there's a 105-page paperback from the Tailhook Association of Bonita, California: *Naval Fighters Number Six – Chance Vought F7U Cutlass*, by Steve Ginter.

Between these two, and its entry on Wikipedia, are details of how horrible the actual airplane was. Three of the prototypes, two of the first 14 early production planes, and several others in the total production run of 320, crashed in testing and service. That's 78 accidents with 25 fatalities, far and away the highest accident rate on any U.S. Navy swept-wing jet.

I knew all that by the time those two scoundrels Eric Christianson and Terry Moore got me somehow to commit to building AirModel®'s kit number 156. I wrote all about this in an article detailing the fault of all those contributing to my building this, my first 'vac'. See the July 2014 issue of this newsletter, if your memory of this Epochal and Hassle-y Event needs refreshing...

Nevertheless, my desire to fly my own Cutlass remains. My building skills, sophistication, and – mainly – patience, are far in excess now of what they were Way Back When. I'm guardedly optimistic that this big WORKING scale model build will turn out well, and I'll be able to enjoy seeing this most cool looking airplane fly around under my command...without, that is, the incredible expense and danger of trying to cope with the 1:1-scale thing...long taken out of service, to the benefit of us taxpayers, who bought them...and its Navy aviators, the survivors of whom were vastly relieved when its operational days were over! So I ask you to share my optimism...watch this space for developments.



Airfix 1/48th Scale BAC TSR.2

by Jeff Smith

The BAC TSR.2 was going to be the famous Canberra's successor, that is until politicians stuck their greasy fingers into the mix. Anyway, rant mode off. This is the 1/48 scale Airfix kit. It has just about every aftermarket product there is, including the following: CMK bomb bay/main gear wheel wells; Pavla nose gear bay and speed brakes, as well as burner cans; SAC metal landing gear; and finally Armory wheels. I almost forgot, Eduard cockpit details. The latter caused some grief as the color supplied by Eduard was incorrect, necessitating repainting. Not easy to do if you want to preserve the instrument faces themselves. Finished overall with Testors rattle can white. Highlighting was created with a .07 no. 2 lead in a mechanical pencil. The kit decals went down with no drama (hallelujah). The figure is from a Hasegawa ground crew set, modified to look like a BAC mechanic. Minimal weathering as XR220, which was scheduled for its first flight the month the program was cancelled, but never actually flew. Total construction time was four or five weeks. This is my first COVID-19 confinement build.





Modeling Spacecraft Solar Arrays

by Morgan Girling

When I was of an impressionable age, artificial satellites were very new and were powered by the similarly new technology of solar cells. We only saw them in the pages of *LIFE* or *National Geographic*, and they were perplexing to look at – usually black, sometimes a deep purple, but always with a glassy shine. When I finally saw a real one years later, it was still as mysterious, but I could also see that the same cell would look black or purple, and occasionally glint a little as the light and viewing angle changed. Barely a modeler then, brushing on Testors or Pactra from the square bottles and lucky if I didn't leave gluey fingerprints on my creations, I was also passionate about spacecraft, but modeling this chameleon surface was well beyond my ken.

Years passed and I kept gnawing on the problem of how to model arrays of solar cells that would have that color-shifting ability, that subtle “it looks like, but not quite” quality. Others' attempts at modeling them always looked to me like paint – glossy black or deep blue, but still just dead paint lacking the life I saw in the prototype. I bided my time, modeling spacecraft that weren't powered by the sun. Recently needing to build a model with solar arrays, I experimented with various finishes to see if I could capture the elusive appearance I sought.

Experimentation

After realizing that mixing clear blue and clear red gives a clear grey instead of a clear purple, and lacking clear cyan and magenta with which to make purple, I settled on a mixture of clear blue and hope.



Figure 1. Solar array

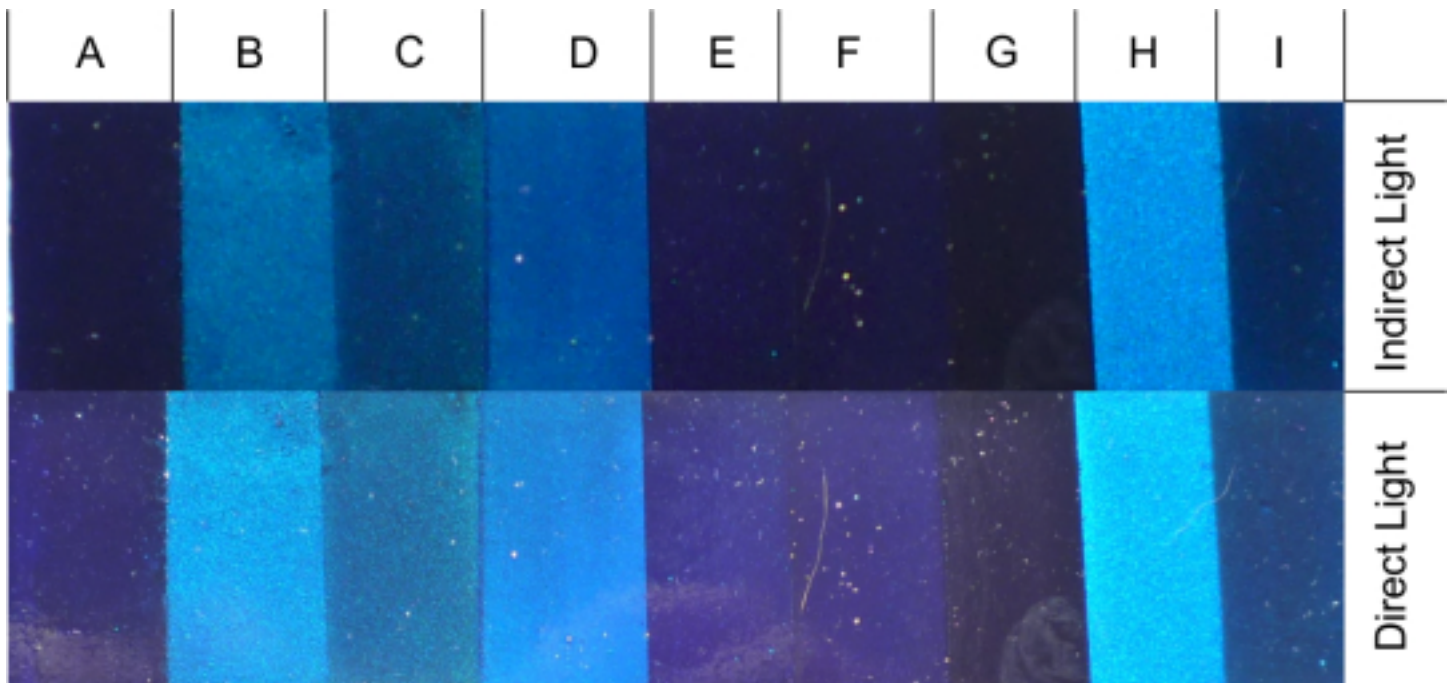


Figure 2. First experiment

- A. Clear blue over gloss black
- B. Clear blue over cold rolled steel
- C. Clear blue over smoke over cold rolled steel
- D. Clear blue over titanium
- E. Clear blue over a dusting of matte aluminum over titanium
- F. Clear blue over insignia blue
- G. Clear over insignia blue
- H. Clear blue over Japanese cockpit blue
- I. Clear blue over smoke over Japanese cockpit blue

Coupon A was a first approximation at purplish-black, and found it to be surprisingly effective. Coupons B-E attempted to recreate the slightly sparkly effect sometimes seen. (F) used insignia blue, which has an iridescent purple sheen, to shift (A) to be more purplish. This was so effective, I tried just a clear gloss over insignia blue (G). (H)-(I) were following a lead from a modeler on one of the space forums, which looked good in his post but sadly proved too light.

I ran a second set of coupons, down-selected from the best candidates from the first experiment, paying more attention to the paint application (the “beauty pass”). I added one new base coat, burnt iron, because it is near-black with copper flecks as a final hurrah at the slightly sparkly effect.

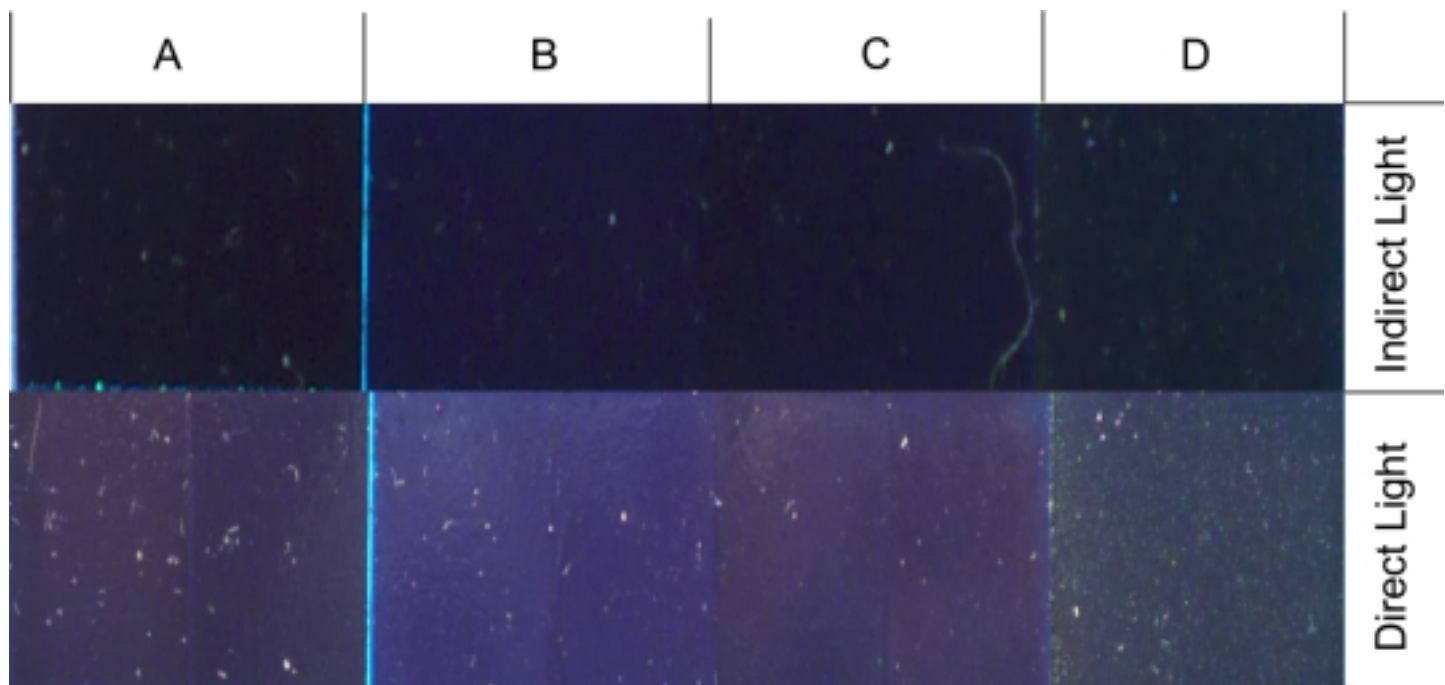


Figure 3. Second experiment

- A. Clear blue over gloss black
- B. Clear blue over insignia blue
- C. Clear over insignia blue
- D. Clear blue over burnt iron

I was pleased with (A)-(C), where it comes down to taste and aesthetics. Burnt iron has promise, but looks like it would need another coat or two of clear blue. I selected (B) for my Shenzhou model.

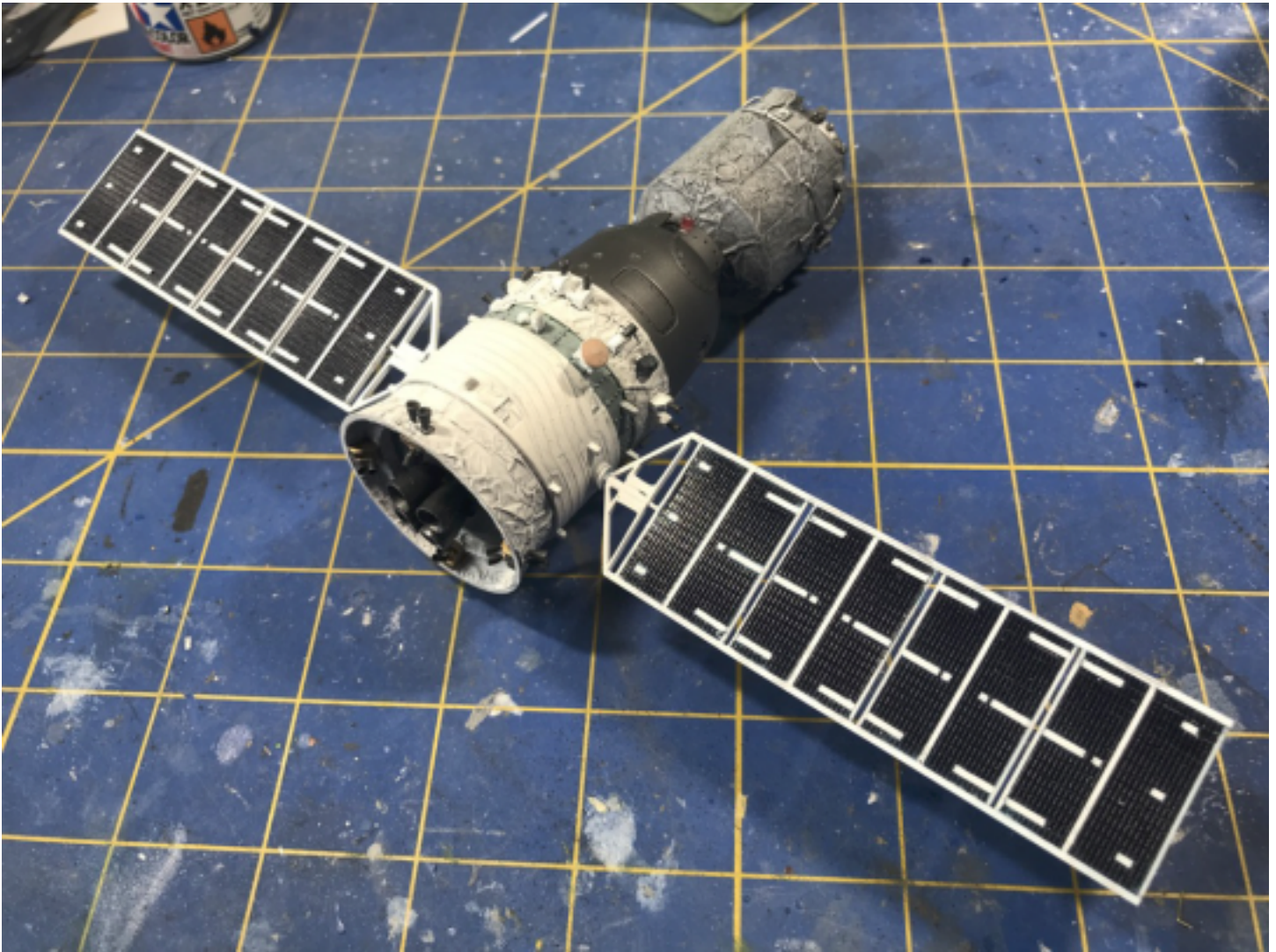
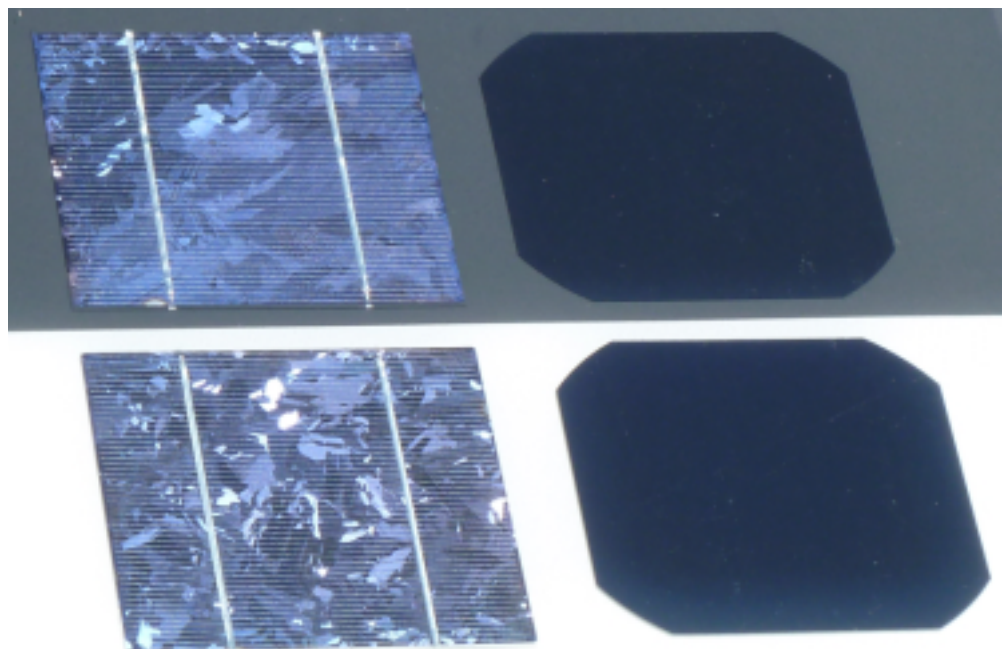


Figure 4 Shenzhou solar panels

But wait, there's more...

The story ends here for spacecraft solar arrays, which use the more efficient monocrystalline solar cells. Planetary subjects are more frequently using cheaper polycrystalline solar cells which have a distinct patchwork of crystal orientations.



*Figure 5. Polycrystalline silicon (left)
vs monocrystalline silicon (right)*

Lacking metal paint to simulate the different crystal domains, I fell back on a heavier dusting of the matte aluminum from (E). This is Lifelike's product which fails as a matte aluminum because it has large flakes, but which would work well as a silver metal flake automotive finish for smaller scales.

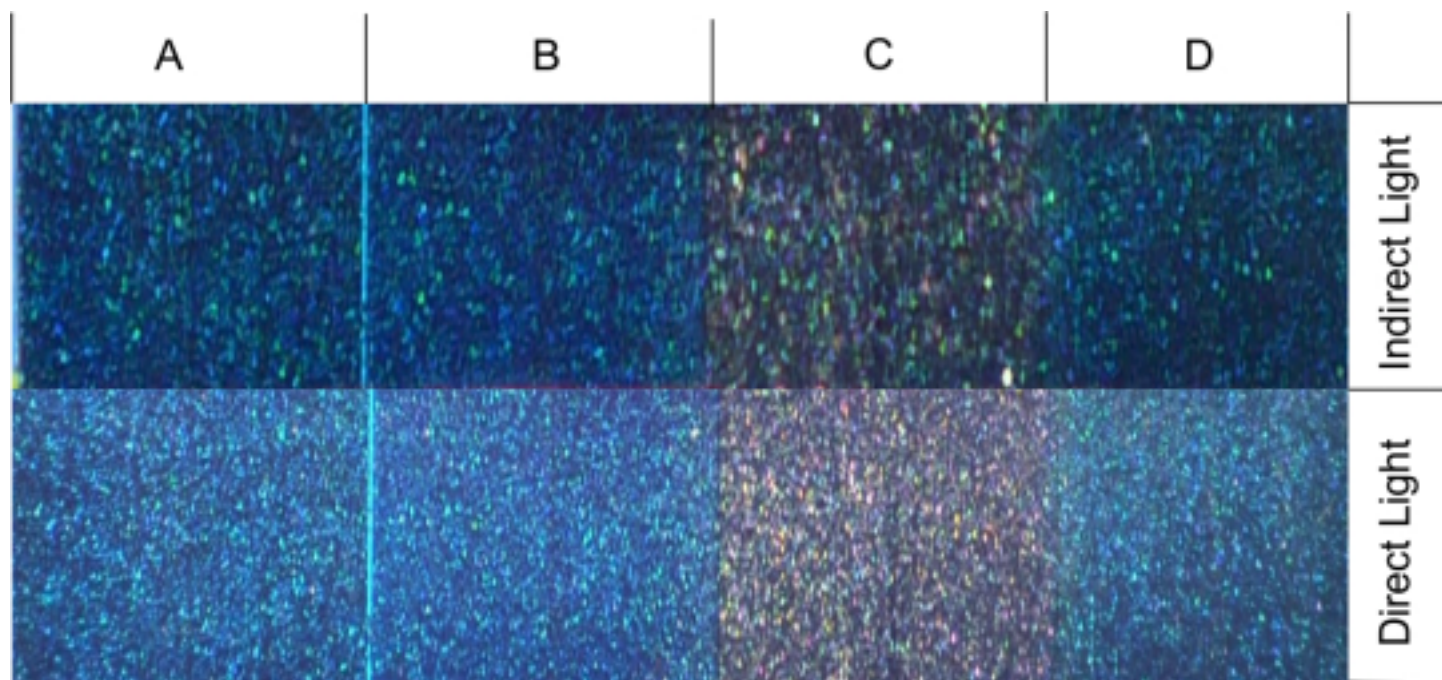


Figure 6. Polycrystalline silicon experiment

The paint order here is as with figure 3, except that it has the dusting as a mid-layer as in (E). Though the results look promising in the photograph, I was not happy with them in real life (which is where we view our models). I leave further experimentation as an “exercise for the reader” as my texts used to glibly say.

Paints

Burnt Iron	Testors Metalizer
Clear	Tamiya X-22
Clear Blue	Tamiya X-23
Clear Smoke	Tamiya X-19
Cold-Rolled Steel	Mission Models Paints MMM-002
Gloss Black	Testors
IJN Cockpit Blue	Tamiya X-13
Insignia Blue	Vallejo Model Air 71.09 Signal Blue
Matte Aluminum	Lifelike LC24
Titanium	Testors Metalizer

Hurricane Bookshelf (& Video Player): D-Day - A Particular One - Remembered in Print and Film

by Scott Kruize

“D-Day” has a unique, specific meaning to our non-modeling friends-and-relations; i.e.: non-history buffs like us. They instantly and only think of the Allied invasion of Nazi German-occupied France on June 6, 1944. Of course, that’s not wrong. It’s just that the war against the Axis required many invasions, with one into North Africa in late 1942, then into Sicily and Italy in the war against Germany and Fascist Italy. Across the world, beginning with the invasion of Guadalcanal in August 1942, we mounted hundreds of seaborne invasions against Imperial Japan, the last ones being to take Okinawa. Each and every one of these invasions had a “D-Day”; D-Day and H-Hour being generic terms used by military planners. There were even two Allied invasions of France: the second one against the southern coast, in support of the first one.

Be that as it may, we can’t object to June 6, 1944 as being critically important to world history. Last year marked its 75th anniversary, and there were appropriate ceremonies, not just around the Normandy landing beaches, but in many places where the struggles and sacrifices of the Free World’s troops could be honored. The anniversary event was also recognized in news services, printed and broadcast. I remember that our local Channel 9 of the Public Broadcasting System did a series of four hour-long programs, plus two additional standalone related documentaries. They examined various aspects of the battle, and recognized the vital contributions of the Allied air forces and navies to get the invasion troops ashore. All the programs had interviews with veterans of the battle, who are fewer and fewer each day – and will soon be only part of history.

There’s never been a shortage of material on this epochal battle. In 5th grade, I read *The Longest Day* by Cornelius Ryan. It’s a great account that I still recommend to young new students of history, who’ve only heard the phrase “D-Day” and wish to learn about it. That’s where I learned that General Rommel is the one who coined the phrase – still prominent in history – that that date would BE “the longest day”.

What with the pandemic and the less-significant anniversary milestone, there hasn’t been anywhere near so much official, heavily-attended remembrances this year. But in the intervening time, I acquired two additional significant compilations to examine without having to go anywhere. The video set of two DVD discs is from St. Clair Entertainment Group, copyright 2004. The material itself is all old, having been made during or immediately after the Second World War. I haven’t yet watched everything in the collection, but in honor of the 76th anniversary a few days ago, Sandy and I watched *The True Glory*.

The dust jacket explains it’s a “documentary account of the Allied invasions in Europe during World War II. Compiled from the footage shot by nearly 1400 cameramen, it opens as the assembled Allied forces plan and train for the D-Day invasion, then covers all the major events of the war to the fall of Berlin.” It’s introduced by Dwight D. Eisenhower, Supreme Allied Commander of the invasion, and of course later our President.



The footage is all in black-and-white, but has been well put together to tell the story of the invasion of Nazi-occupied Europe, using maps and descriptions to tell of all subsequent battles until finally Nazi Germany surrendered. The images have been digitally remastered for quality, and the editing is good. The story is told about as clearly as it can be, to ordinary laypeople, over the course of an hour and a half. There’s next-to-no Hollywood hype in the film. I recommend it highly.

Since the film was government-made, with the help of the military, we can say that we taxpayers – or at least our parents as taxpayers – have paid for the film Way Back Then, so there’s no hindrance from copyright law for the material itself. *The True Glory* is undoubtedly available from many free sources. [I can’t be of much help there; for all my computer-techie so-called expertise, I’m hardly one of the streaming-video cognoscenti...many of you are much better at this...]

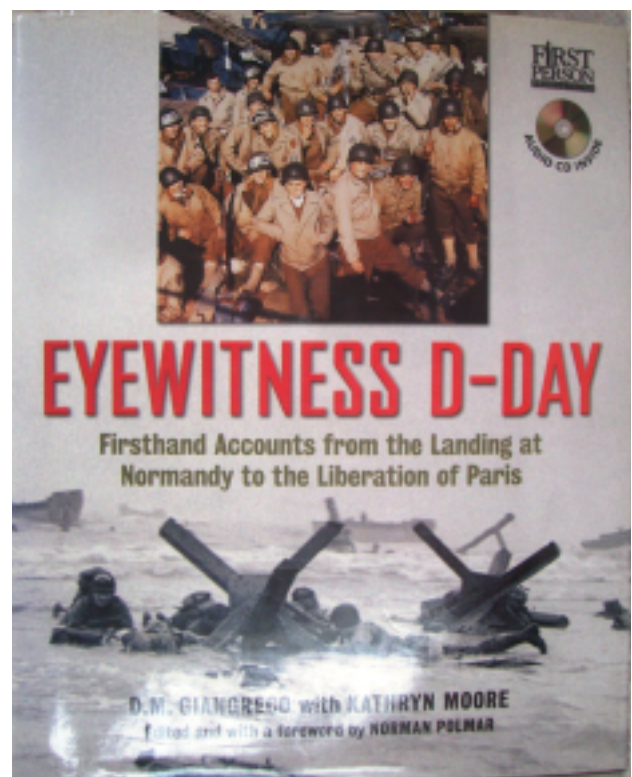
[See the pic of the DVD set's back cover. I hope it's legible enough to see all the other contents of the set.]

The book is called *Eyewitness D-Day*, subtitled *First-Hand Accounts From the Landing at Normandy to the Liberation of Paris*. Its production value is the highest I've seen. Every page has a mixture of clear text by the authors D. M. Giangreco with Catherine Moore, and Norman Polmar as Editor. Every page has fine sharp, well-reproduced black-and-white photographs, mixed in with first-person descriptions of participants in this battle. There is a spot of color: the middle of the book has a well-made map enumerating all the losses of ships sunk during the invasion, or shortly thereafter, right down to the little personnel landing craft. It's worth remembering the huge sacrifices the Royal, Commonwealth, and United States Navies suffered in getting our armies safely ashore, then providing the enormous supply of food, ammunition, and everything else needed to keep those armies fighting effectively. And while those armies were fighting so hard within 10 miles or so of the coast, the big guns of the battleships and cruisers provided artillery support which could have been given no other way at that time, and on several occasions broke up dangerous German counterattacks.

It's no small thing to remember this great battle, and I'm confident that all of us modelers – de facto historians – do so remember, and will encourage our friends-and-relations to remember, also...and not just the operation on that particular date, but all those battles around the world that made for the free peoples of the world's victory over the Axis. It's too bad all that destruction and sacrifice didn't make for peace and prosperity and the end of all war...any more than that slogan of 'The Great War', which was supposed to be "the war to end all wars". But without that victory, the entire population of this planet would be nowhere...sunk in the depths of depravity and slavery under the malignant imperialist Fascist powers. As it is, things are much better for that victory: the problems we face in the modern world are at least well within our abilities to fix. Let's remember...and do better.

D-Day Remembered. Documentary, not rated, copyright 2004 St. Clair Entertainment Group, Inc. Two DVD set

Eyewitness D-Day – Firsthand Accounts from the Landing at Normandy to the Liberation of Paris. By D. M. Giangreco with Catherine Moore, Edited and with a Forward by Norman Polmar. Copyright 2005 by Sterling Publishing Company, Incorporated. Hardbound; 260 pages, 11" x 9", supplemented with CD of selected interviews. ISBN 0760750459 51499



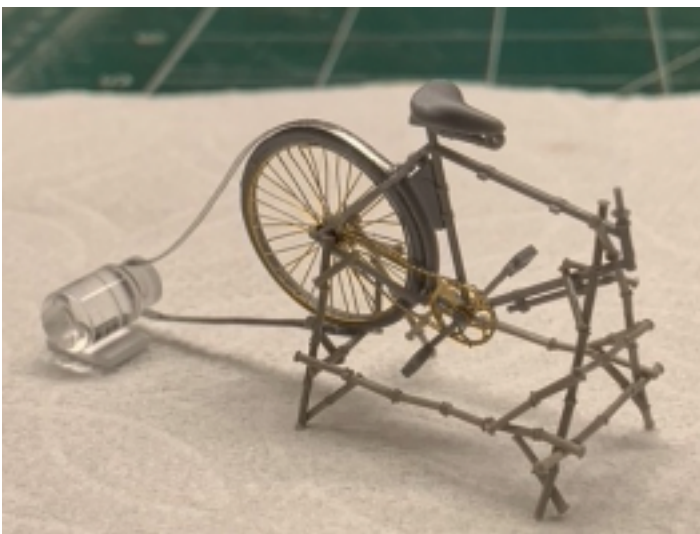
Making Realistic Bamboo

by Bill Huffman

I made the first bamboo out of .048 styrene rod for the gate, but the bike-generator stand I made from stretched sprue from the bike kit.

After stretching the sprue SLOWLY, to get a consistent-ish thickness, I cut it into short sections, (1/8-3/16th") then with a soldering iron on low temp setting, I melted the end of each section to get the bamboo section look, then glued the little sections together to make various lengths of completed bamboo poles.

Painting the bamboo - black Vallejo Primer, (73.602) then dry brush with Olive Drab faded 2 (MMP-021) and finally Desert Yellow (XF-59).



Stashes

by Alex Tula

Since I seem to have quite a bit of time on my hands right now, I decided to attack one of those “I’ll get to it someday” tasks, specifically to get a database of the kits in my stash. Now of course I could have just typed it all into an Excel spreadsheet. I’ve been doing that for books and aftermarket for some time to avoid buying duplicates but I thought there must be a better way to reduce the typing and improve the search and other functions so I looked into some available stash management programs. Now I’m sure our esteemed President (who lives in the world of Tron) must have a custom made program that does everything but glue the parts together, but for us luddites I’d rather find something invented and debugged by someone other than me. With a little Googling, I found three readily available options:

Scalemates (www.scalemates.com). This has been around for a while and I’ve played with it a bit. The thing I didn’t care for is that “your” database is entirely in the cloud.

Suisoft Kitbase2 (<http://www.kitbase.com/scalemodels/>), Swanny models likes this a lot, and it does look very powerful (<http://www.swannymodels.com/Kitbase.html>). The downside of this is that it costs \$50

Stashmate (<http://www.stashmate.co.uk/>). This one is free and I decided to take the plunge on it.

You can read about these on their individual websites so I won’t repeat the details. I’ve found Stashmate to be pretty good and allows me to do everything I really needed. Once you make an entry, you can add images and links to files and other websites, list the aftermarket you have, yada. It has fields for a lot of details I don’t know or care about like how much I paid for it (a factoid I’d prefer not to remember). It can generate all kinds of reports that can be exported to Excel or other programs. The only thing I find particularly annoying is its insistence on misspelling “Armor” as “Armour”.

The other thing that daunted me was the prospect of standing in the stash warehouse (aka garage-o-kits) with my laptop balanced on whatever was handy. Then I had my second epiphany of the day. I used my trusty smartphone to photograph the shelves, then transferred the pictures to my laptop. I’ve had to go back there a couple times if I couldn’t quite make out the details, but basically this has allowed me to sit in my recliner with some dumb TV show on while I inventory away. I’m about half-way through the basic inventory of kits, then I think I’ll move on to aftermarket, decals, and the like.

Anyway I’m throwing this out there for anyone interested who has already completed reorganizing his medicine cabinet and the pantry.

Photo of the Month (see back page)

IWM caption: "Original wartime caption: U.S. women A.T.A. pilots prepare to take off. Roberta Sandoz from Washington state, Mary Hooper and Kay Van Doozer - both from Los Angeles - studying a map before taking off." Source: IWM (CH 8938)

The aircraft is a North American Mustang.

As far as I am aware, Roberta Sandoz was the only female pilot from Washington state in the Air Transport Auxiliary, the British service that ferried new, repaired, and damaged military aircraft between factories and maintenance units to active service squadrons and airfields. She was from Evans, Washington, a small town on the Columbia River in the north-east corner of the state. She recalls, “I started to fly in the summer of 1928 when a not too busy barnstormer explained to me why the little biplane didn't need to flap its wings. He took me for a ride over my house, my one-room schoolhouse and the upper reaches of the Columbia River. My 10-year-old world expanded in a never to be forgotten way.”

The ATA accepted its first women pilots on January 1, 1940, and later Jacqueline Cochran, who had been in Britain to study the ATA before returning to the USA to start the WASPs, recruited American women to come to Britain to fly with the ATA. Sandoz, already an accomplished pilot, was one of those in the last group she recruited, arriving in 1942. She flew many different types of aircraft, but she said, “My favorite aircraft was the photo-recon Spitfire.”



She, her husband, and two children returned to the USA in 1949, first back to Washington state, but later in different parts of the country. After she retired in Arizona, she still flew gliders and ultra-light aircraft!

Meeting/Show Information

The June IPMS Seattle meeting has been cancelled. The April 18 Spring Show did not take place. Please see Eric's article on the front page of this issue for an update. 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.