



Seattle Chapter News

Seattle Chapter IPMS/USA **November 2020**



Building an Airbrush Booth, Re-visited...But First...



Regardless of which way you voted, I think we can all agree that a fresh approach to battling the Coronavirus will help things get pointed in the right direction again. Unfortunately, for our club, that won't happen before we weather more meeting cancellations. As of this moment, meetings in Bellevue have been cancelled through February (at least), and our hold on the Renton Community Center for the June 18 'Spring Show' has been removed as well. The Renton Center has wiped ALL community gatherings off the books, and will not even start accepting reservations (or even holds) until King County has reached Stage IV. Presently, we are firmly in Stage II, and marching backwards. Luckily, our hobby lends itself to this kind of isolation, and I am so grateful for that, and for having the various types of online build sessions available to us as a group. (You'll all get an invite on Friday, for this Saturday 10:30 – 01:30pm).

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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 meetings have been cancelled through February 2021

IPMS/USA MEMBERSHIP FORM			
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2021 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

It's been a rough year of quarantine, cancelled shows, and limited social interaction. But the sun will eventually rise again and modeling events will return. With that in mind, mark your calendars now for the 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 13-14. Block out both days, right now.

There is of course much uncertainty about the nature and scope of this event. COVID-19 will still be around in February, and we can count on changes and countermeasures to mitigate risks. In addition to masks, visitor capacity restrictions, and admission screening imposed by The Museum of Flight in accordance with government guidelines, we're working with Museum staff to consider steps such as:

- One modeler per working table
- Added working tables on the display floor
- One way directional traffic through the display tables
- Possible max display table limits per modeler (due to reduced total table count)
- Possible advance display table signups
- "Open air" seminar space in gallery
- Other considerations as conditions dictate



What a hassle! And let's be clear that the threat of outright cancellation will be ever-present. However, after the hardships of 2020 and the upcoming long winter, my preference is to work toward staging **SOME** kind of show as conditions permit in February, rather than postpone yet another modeling event many months into a future with

further unknowns.

Despite the temporary changes, as always the centerpiece of the show will be the exhibition of **YOUR** models in the MoF Great Gallery. This is a showcase of all aspects and skill levels of scale modeling. Longtime, stalwart exhibitors and first-timers are 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: The Vought F-8 Crusader (loosely organized by Jim Bates and Neil Makar). As discussed above, we will work hard to create a safe environment for exhibition, working tables, and seminars.

More details to follow, but latest info will always be shown at www.nwsm.club/events/. If any questions at this early stage, please contact Tim Nelson (timsan@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com). Stay tuned and be flexible. Let's look forward to a breakout event under the Blackbird in February!



A Guernseyman in the RAF

by Fred Horky, IPMS/USA 6390

[Note: Fred sent the following to me as a "Letter to the Editor". He also sent a copy of Clem's letters, which were too long to be included here, but which I'd be happy to pass along to anyone who is interested in reading them. – ED]

I enjoyed your entire October newsletter very much: one item in particular caught my attention on a personal level.

That was Jeff Smith's anti-submarine warfare diorama on page 14, featuring a Royal Navy Corvette, a Kriegsmarine Type VIIc submarine, and a RAF Coastal Command Sunderland.

The armchair generals and admirals among us usually pay little attention to the Battle of the Atlantic. Even at the time it stayed mostly outside of the view and attention of both the public and the media, but the long and bitter battle against Germany's submarines was perhaps the most crucial of all in determining the outcome of WWII. German submarines came perilously close to starving England out of the war: without England as an "unsinkable aircraft carrier" and later base from which to launch a cross-channel invasion, defeating Germany would have been impossible. As it turned out, the D-Day invasion across the channel was a close-run thing. The obvious conclusion is that if the United Kingdom and America (to include Canada) hadn't won the Battle of the Atlantic, any subsequent WWII battles simply wouldn't have happened: the war would have been lost.

Recently my wife learned of a distant cousin in England, Clément Louis Houédard, whose story puts a face on just one of those lonely anti-submarine battles, fought "one-on-one" like most were, far out at sea.

Until recently, Linda had no prior knowledge of that young English cousin with the French-sounding name. (Pronounced "WED -ar", accented on the first syllable, the name is originally French, from Brittany.) Clem thus had French heritage but was born a "Guernseyman" on that Channel Island, which was and remains so very, very British, while it remains firmly anchored just twenty miles off France's Cherbourg peninsula.

When France suddenly collapsed in June 1940, England couldn't defend her Channel Islands, and they quickly became the only part of the United Kingdom* that the Germans occupied...rather harshly...for five years.



Left: A Nazi band is seen marching past the Lloyds of London branch bank in Saint Peter Port, Guernsey.

When the Germans arrived, Clem was a nineteen year old college student at Oxford in England, thus escaping being trapped on the island "...for the duration". The adventures he encountered were soon recorded in a long series of letters to his family.

Because of his unique status as a citizen of Guernsey* and not England; Clem was not liable to be drafted into the British military. But he eagerly volunteered for the RAF; his letters home touching on the minutiae of wartime England and especially of military life viewed from the opposite end of the

telescope. i.e.; not "the big picture". His letters show the typical young civilian's attitudes toward the stupidities of military life..."hurry up and wait", etc., and the many transfers.

For his pilot training he was sent to America in mid-1941, BEFORE this country was dragged into the war, as one of sixteen THOUSAND British youth who learned to fly under joint American/Canadian/British programs. His flight training was with "3 British Flying Training School", the actual training by civilian instructors of Spartan Aeronautics at tiny Miami, Oklahoma. His thoughts and impressions of America and Americans make very interesting reading; he was even able to visit cousins who had immigrated to the U.S.

On return to England, 1942 is taken up by a series of a short-notice series of transfers to further bases all over England, Scotland, and Northern Ireland for advanced training; still found is much impatience and typical comment about the military way of doing things. Clem's letters remain a fascinating description of life in wartime England, with the addition of along the way having found time for love in just one among the thousands of wartime romances of "The Big War".

In the winter of 1942-1943 Clem also becomes engaged to his Molly; his letters revealing much agonizing on deciding the when, and even if, of marriage during wartime, compounded by where/if they would be able to live together.

Finally he is assigned to be a "2nd pilot" on an anti-submarine Sunderland flying boat of Coastal Command, to fly long and lonely anti-submarine patrols over the Atlantic.

On May 1, 1943 Clem and his Molly are married. The correspondence to his family then has a perhaps-to-be-expected lapse of a few weeks. His last letter, dated May 20, 1943, reports that he has finally arrived at his operational Coastal Command base, but not identifying it for security reasons. That base was RAF Pembroke Dock, in southwest Wales, not far from the Atlantic.

Suddenly, there are no further letters from Clem. His story had ended with finality just a few days later on May 24, 1943 when Clem, the crew, and their Sunderland went missing without a trace. For the family, the next news arrived with an Immediate Priority Telegram giving only the shocking "missing in action" news, with no details. Indeed none were known, except that the airplane and its eleven man crew didn't return.

Molly, his bride of some twenty-three days married life, became yet another of the thousands and thousands of sudden World War II widows.

Clem was just twenty-two years old.

He and the other ten men of the crew remained "M.I.A.", and not much later declared dead.

It wasn't until postwar records of the German Navy were correlated with allied actions, that it was determined that Clem's Sunderland had run afoul of U-441, the very first of Admiral Doenitz's "Flak U-boats".

These specially-modified submarines were intended as "flak traps" for aircraft expecting the submarine to crash dive instead of fighting back; as well as serving as surface escorts for attack submarines on their vulnerable departures and approaches from their bases in France. They had greatly increased anti-aircraft weaponry, with two of the much feared "2 cm Flak 38 Vierling" mounts, as seen at bottom right, plus two single mounts, for a total of **ten** automatic 20 mm rapid-fire cannon. Only five torpedoes were carried, for self-defense; the space and crew gained used to house the additional gunners and ammunition.

The new tactics directing the submarine to attack aircraft instead of crash diving had been ordered as of May 1...Clem's wedding day. <https://uboat.net/types/u-flak.htm>

Further research revealed this amended German action report from U-441. "24 May 1943. Aircraft attack, aircraft shot down: British Sunderland EJ139 (228 Squadron RAF/L pilot F/O H.J Debnam). At 20.50 hours the Flak boat was attacked by the Sunderland in the Bay of Biscay. The aircraft was hit heavily during the attack but managed to drop 5 depth charges before it crashed, killing all 11 crewmen."



Before they crashed, Clem's Sunderland had extensively damaged the submarine and wounded a crewman with their fire, so the boat had to return to base. U-441 went on to survive many more actions (and harrowing escapes) before being sunk with all hands by a Coastal Command Liberator on June 30, 1944. https://en.wikipedia.org/wiki/German_submarine_U-441

Many years later Clem's correspondence with his family surfaced. Unlike so many other instances where such old letters just disappear back into family memorabilia, if not lost forever, his letters were skillfully edited and compiled into a poignant tale. That was done by yet another member of the family, Clem's cousin and fellow Guernseyman...and my wife's cousin...Michael Paul. **

Clem's story became most moving to me, for obvious reasons. (Being shot at oneself, even if in a different war and under vastly different circumstances, gives a perspective not found in civilian life.) His letters also provide an insight into wartime England never felt before, because it's never been quite so personal before...

* The Channel Islands and their citizens have the almost-unique status of being British but NOT being part of the United Kingdom or England. While the islanders very much consider themselves British, their convoluted history and special status dates back to the last successful invasion of Britain almost a thousand years ago! That was when William, Duke of Normandy, in 1066 successfully invaded England to become "William the Conqueror". Combining his Normandy and Channel Islands with his new lands, he became KING William I of England! Thus, while the present Duke of Normandy, Queen Elizabeth, has no claim to any part of mainland France, she does still "own" the Channel Islands as Crown Dependencies...or sort of her own personal property! See <https://www.royal.uk/crown-dependencies>

** At about age 8, Michael Paul, along with nearly all other Guernsey children, had been evacuated to the UK just ahead of the invading Germans. He thus didn't see "home" for five years. Today he is very active in recording Guernsey history and in particular the war years. My interest in related subjects has ensured that he and I have a lively, if long-distance, e-correspondence.

To explain the family connection; Michael Paul and my wife, Linda Paul Horky, share a common GREAT-grandfather. At the turn of the LAST century Linda's grandfather had emigrated with his family to the U.S., while his brother, Michael's grandfather, had stayed on in Guernsey. Michael and Linda weren't even aware of each other's existence until recently by a very odd coincidence involving the IPMS/Chattooga newsletter! Go figure! Or maybe it should be taken as just another reason that members really should scan through all those chapter newsletters that "newsletter guy" Mark Young keeps forwarding to your chapter! You never know what you might find!

Since Michael and I share a great interest in history, especially WWII history, we've had a lively e-correspondence; which recently included Clem's wartime story just described.



Linda, an "Air Force Brat", has some war stories of her own. She was almost four years old when her USAAF father was stationed at Hickam Field, Hawaii; when the Japanese ruined a perfectly fine December Sunday morning. That made her a genuine "Pearl Harbor Survivor". Many years later as a civilian USAF employee in Germany...I was there as a Mace missile launch officer...we met, courted, and were married there (twice, long story) during the middle of the Berlin Wall Crisis which lasted much of 1961. ("The Wall" would eventually divide Germany from 1961 to 1989). Comrade Chairman Nikita Khrushchev told us he had the damn thing built to keep the decadent west out of his communist paradise.

"Sunderland Strike" by Mark Postlethwaite

Review: Redgrass Games Wet Palette

by Jon Fincher

When I was a teenager, I and my friends painted miniatures for Dungeons and Dragons. We learned basic acrylic painting techniques such as base coating, applying washes, and dry brushing, and got OK results. As I grew and started painting more historical miniatures, I found my skills lacking compared to others I saw at contests. So, I went to YouTube University to learn more advanced techniques like glazing and wet blending, and saw painters getting wonderful results using a tool called a wet palette.

A wet palette, as its name states, is a paint palette which is wet. It consists of something sponge-like to hold water, a water-permeable paper on top which holds the paint, and a resealable container to hold them both. Acrylic paint put on the paper stays wet and workable by leaching water from the sponge through the paper. The paint is usable for hours, and with a tight fitting lid, the paint can remain moist and workable for days. Compare this to a typical dry or welled palette, where the paint starts to dry the moment it leaves the tube, and can be unusable in a matter of minutes without additives.



I constructed several different palettes in a discarded plastic tubs with a various small sponges and parchment paper, but had mixed results and was never satisfied. Finally, I decided to treat myself to a dedicated wet palette.

The Everlasting Wet Palette from Redgrass Games (<https://www.redgrassgames.com/everlasting-wet-palette/everlasting-wet-palette-painter/>) fit my requirements exactly. The smaller of two palettes available from Redgrass, the Everlasting comes with:

- Two smooth foam pads to provide hydration.
- Fifty sheets of specially engineered palette paper
- A five well “Wavy” attachment which magnetically attached to the main palette
- A container with an air-tight seal.

The palette comes with instructions and links to YouTube videos showing how to set it up. After soaking one of the foam pads in water and placing it in the container, you apply a sheet of palette paper to it, smoothing it out as it settles. A small gap between the sides of the container and the sponge gives you access to water to thin the paint as you work, as well as a convenient place to add water as it evaporates during use. Between painting sessions, the lid seals the Everlasting tightly, preventing evaporation and keeping the paint workable. The Wavy accessory is great for holding thin washes, and the waves can help keep your brush from rolling away.

Compared to my home-made wet palettes, the Everlasting Wet palette has several advantages. The palette paper itself is pre-cut to fit the palette, and keeps the paint workable longer than parchment. The hydration sponge is a single smooth surface, while my home-made palettes had several sponges with seams and gaps. Those seams were places for water and paint to pool and run. The Everlasting is also only 1/2" high, allowing easy access with small brushes, and making it easier to store when not in use.

I find the Wavy accessory less useful to my process. I use it to mix primers, washes, and metallics, but the material is difficult to clean properly when compared to the cheap plastic welled palettes I already own. The built-in waves are designed to keep brushes from rolling away, but brushes laid there tend to get in my way more often than not. Its one redeeming feature is that it attaches via magnets to any side of the Everlasting, so it's always available and very resistant to spilling.

With that exception, I've been very happy with the Everlasting Wet palette. Using the wet palette has improved my acrylic painting and expanded my skills with the brush. Even better, I can paint using the palette, close it up, and continue the next day using the same paints and mixes I made before. If you've tried a wet palette and liked it, you'll enjoy the Everlasting Wet palette.

AFV Club 1/35th Scale M109 155mm Self-Propelled Howitzer

by Bob LaBouy, IPMS No. 3064

The M109 was the basic self-propelled howitzer and provided the U.S. Army's primary mobile artillery and established a lineage that extends to today. Its 155mm main gun will lob its basic round to a range in excess of 13 miles and normally serves with a crew of seven. It is the most commonly fielded mobile artillery piece used by the United States and most of the western allies. The 155mm M126 cannon normally carries onboard load of 28 rounds of ammunition and an M2 .50 caliber with 500 rounds. The distinctive bulge along the cannon barrel is a fume extractor, which clears the gun barrel of most of the fumes caused by firing the cannon and prevents the shell smoke from entering the main compartment. A total number of 3,786 such M109 howitzers were built.

The kit:

Contents of kit:

- o 19 sprue trees
- o 1 package of clear parts
- o poly caps and a short piece of string
- o 2 lengths of rubber band style tracks
- o Metal barrel and spring
- o 2 small PE pieces
- o 1 decal sheet
- o A 24-page instruction booklet and color drawing

The road wheels are comprised of two parts to each wheel and requiring four separate pieces to complete each road wheel, as were the two idler wheels.



There are numerous examples of very tiny individual pieces required, some of which are almost consumed by anything but the tiniest amount of cement. Steps 8, 9, and 10 include many (not all) of the numerous small pieces which I found I had to check and recheck to insure that I had caught them all.

There were also a few challenges. For example, the M2 machine gun mount was incomplete as there were two trees not included with my sample kit (sprue trees Y & X). The bustle racks were a challenging aspect of the build, though the finished product look great. Each of these bustle racks includes eight separate very delicate and finely molded parts.

Further examples of where I feel AFV goes 'beyond the pale' can be illustrated in steps 19, 21, & 22 which covers the gun trunnion. It contains 36 separate pieces to complete, and then there's the breach block itself with only a mere 18 pieces in step 20! Though the entire main gun breach is provided, I chose not to paint it. I finished the turret with all hatches closed, as there are no additional turret interior details or construction provided.

Decals:

There are decals for seven artillery howitzers (one from an Austrian army unit), surprisingly for the West German army which fielded almost half of M109s.

Painting:

I painted this kit with one basic primer coat and one surface finish color: Mission Model Paints Black Primer MMS-001; US Army Olive Drab FS 33070 MMP-026. Following my application of the kit decals and a covering coat of coat of Duracryl DCA468 to seal the decals and finish and provide a base wash, I applied a layer of Testors Dullcoat. Then I applied a very thin airbrushed spray of Vallejo Model Air Dirt 71.133 and Orange Rust 71.133, Vallejo Pigments Brown Iron Oxide 73.108 (used to create the red dust effect around the base of the carriage). I finished it off with some highlight dry brushing using my long time favorite Winsor & Newton Naples Yellow Light (#426) and some of the very new Dio Drybrush Paint (Light Grey A.Mig-0601). This new acrylic paint specifically formulated for dry brush application opens another realm of opportunity for those of us seeking to avoid traditional oil paints.

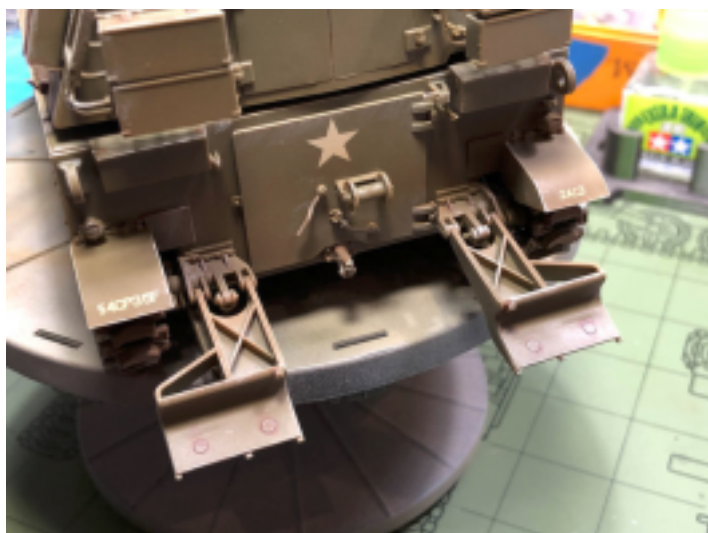
I was regrettably unable to find this kit in AFV Club's current inventory, though the kit appears to be currently listed on Scalemates database as a 2020 release along with six other M109 variants and I found it available any number of retailers carrying this kit (including eBay, Hobbylinc, Michigan Toy Soldier and Sprue Brothers).

This kit was another great modeling adventure during this COVID cloud. It provides yet another new foray into a new aspect of modeling for me: a large self-propelled howitzer. I thoroughly enjoyed building the AFV Club M109 155mm. I highly recommend this kit.

Once again, I was happy to have a local member, Pei, who obtained my sample model and thanks to the kind folks at AFV Club for the opportunity to review this kit.

- o Title: M109 155mm Self-propelled Howitzer
- o Scale: 1/35th
- o Product/Stock#: AF 35329
- o MSRP (in USD Currency): \$56. – \$65.
- o Company: AFV
- o Company Web Site URL: <http://www.hobbyfan.com.tw/index.php?&lang=en>
- o Sample kit provided by: AFV Club





Bristol Britannia, Canadair CP-107 Argus, & CC-106 Yukon, by Charles Stafrace

reviewed by Chris Banyai-Riepl

The move towards fast, effective transport aircraft during the Second World War led to many interesting designs aimed at both military and civilian usage. One of those designs resulted in the Britannia, a four-engined medium range aircraft that served as a bridge between the older piston-engined transports and the more modern jet airliners. This latest title in the Warpaint Series covers the development and operation of the Britannia and its Canadian variations, the Argus and Yukon.

The book begins with an in-depth background to the development of the Britannia. The wartime large aircraft production in Britain was focused primarily on bombers, and there was a worry that, post-war, the country would not have experience with civil transports. The Brabazon Committee was formed under Lord Brabazon in 1943, with the result of Bristol winning both the Type I and Type III contracts. While the Type I contract resulted in the large Bristol Brabazon aircraft, the Type III contract matched up with British Overseas Airways Corporation's need for a medium range aircraft capable of carrying 48 passengers. This ultimately led to the Britannia.

The book also discusses the rapid evolution of powerplants that saw the basic design shift from a piston-engined aircraft to one powered by the new Proteus turboprop engine. This would potentially give the plane greater range and performance, if the engine passed its longevity test. The first prototype flew in 1952, but further delays due to issues with the Britannia and from the unexplained (at the time) crashes of the de Havilland Comet kept the Britannia from entering service until 1957, by which point turbojet aircraft were becoming the norm.

While the Britannia in civilian livery lasted only a few years in mainline service, the type soldiered on with smaller airlines and in military usage. On the military side, Canadair was given a license to produce its version of the Britannia, known as the CC-106 Yukon and CP-107 Argus. The Yukon was a turboprop-powered cargo aircraft that used Rolls Royce Tyne engines, while the Argus was a much more highly modified variant. The CP-107 used the Britannia wings and tail surfaces, but featured a new unpressurized fuselage and was powered by Wright R-3350 radial engines instead of the turboprops. The Argus was designed as an anti-submarine patrol aircraft and remained in Canadian service until 1982.

The book documents this convoluted history quite well in the text, and punctuates it beautifully with lots of photos, many of which are in color and show off the attractive liveries worn by the Britannia. Also included are well over a dozen color profile illustrations that further highlight the color schemes worn by the Britannia, Argus, and Yukon. Additionally, there is a set of drawings describing the markings worn by the Canadian aircraft. Finally, a set of scale drawings round out the supporting materials. Overall, this is a great reference on the Bristol Britannia, one which should find its way into the library of civil and military aviation enthusiasts alike. My thanks to Warpaint Books for the review copy.

Warpaint Series No 125
Publisher: Warpaint Books
Binding: Softcover
Pages: 60



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

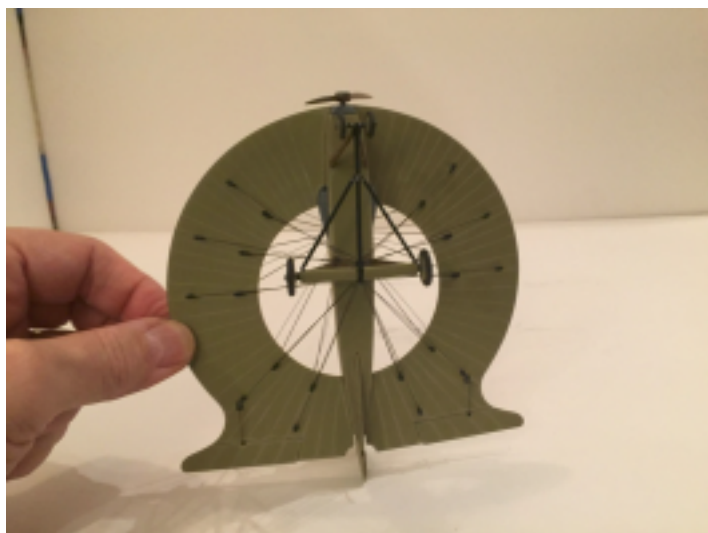
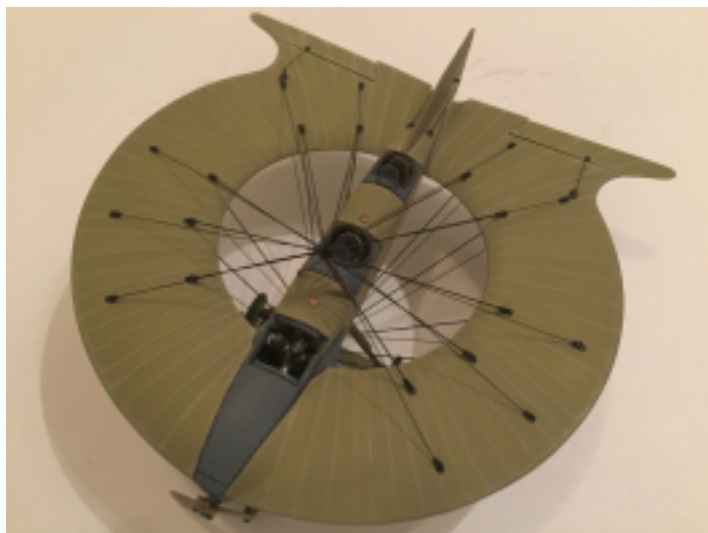
Avis Models 1/48th Scale Lee/Richards Annular Monoplane

by Jeff Smith

Here are pics of a very strange very British early flyer. This is the 1/48th scale Avis Models Lee/Richards annular monoplane. It is a styrene plastic, limited run (500 kits for sale worldwide) model of a very unique 1912-1913 early monoplane. By all accounts it actually flew very well. Info is not very extensive on the web. It was powered by an 80 HP rotary engine. I bought this kit at Emil's Skyway Hobby Shop about a month ago. He really knows which buttons of mine to push when it comes to possible kit buys. God love him!

Anyway, the build is rather straight forward with only some minor sink marks on the lower side of the wing that needed tending to. The kit does provide the rotary engine and extension shaft to attach the propeller to. However the part that covers the engine compartment isn't made to be removable so one of the most interesting features of the aircraft is hidden. Simple enough to fix - I just made a thin line cut on an existing panel line and made it removable. There was no rigging diagram provided. The box art is reasonably helpful for the upper bracing, but not so much for the lower bracing. A Google Image search was a life saver and provided pics that were more than adequate to rig the lower side. The kit's forward cockpit is empty, no seat is provided, so one was scratch built. The plastic struts provided for the landing gear were very thin and spindly. Being tail heavy, a sizable amount of lead had to be put in the empty space forward of the engine bay. This said, I felt it was necessary to dremel grooves in all related gear legs and install .020 stainless steel wires for strength. Once they were buried and covered with super glue, sanded, and smoothed they were then able to hold the weight of the model. The figures are O scale railroad figures I found on eBay. They were modified to have more period correct clothing. I hope everyone can enjoy this build of a very, very strange looking early pioneer aircraft.





Six (More-or-Less) Questions for November 2020

by Scott H. Kruize, NWSM Person Who Talks (well, writes) The Most

Our questions this month are all related to events on November 4 or 5. FWIW, that's sometimes election time here in the good Ol' U.S. of A. – and one of our questions at the end is about one such election.

1. You can't EVER go to Johnston Atoll, of north of Hawaii...but particularly since November 4, 1962. What happened that day, over it?
2. What 'dinosaur' was finally, permanently, taken out of service on November 4, 1954? It used to be the subject of the most URGENT development and production project, pushed the boundaries of existing aeronautical engineering FAR beyond the contemporary norm – and may have been the most expensive (in real terms) aircraft of all time?
3. On 4 November 1960, our super-space-types (or spaced-out?) made one of the four attempts to launch TWO of what super-planes in one day? (Spoiler Alert: none of the four attempts succeeded!)
4. There's "low-speed aerodynamics" and there's "high-"...what superplane nudged the latter, on 4 November 1941?
5. Ah, the vagaries of being a Hawaiian tourist. With the Pacific War just over, on November 3, 1945, everything was just peachy as the "Honolulu Clipper" took off for San Francisco. Then what happened to the crew, passengers, and the very expensive plane?
6. All you fans of the Schneider Cup Races – and our subsequent '49 Fantasy Build project – know about what plane that earned a major FAI record certification on 4 November 1927?
7. U.S. Army Air Corps fearless superhero Captain Hawthorne C. Gray, took off on 4 November 1927...in what aircraft? To learn all about what?
8. How would we have ever found out if live passengers could survive air transport, but for the flight on 4 November 1909 by that great airman, John Theodore Cuthbert Moore-Brabazon (later, 1st Baron Brabazon of Tara, GBE, MC, PC)? What'd he fly, and who did he carry aloft? (Hint: the plane was the FIRST to have production-line status...perhaps in the hope that this new-fangled contraption might catch on...and it DID get proven that passengers COULD survive flying!)

Non-Aviation Related, but Timely Bonus Questions:

1. You think THIS Presidential Election is unusual? HAH! What election saw a relative newcomer to politics defeat TWO – count 'em: TWO – former Presidents?
2. You think THIS time is fractious...showing a deep divide, with two sides seriously trying to do each other in? HAH! What would you know about it, you pathetic-wussie 'colonial'?! What'd the authorities 'across the Pond' learn – just in time! – on November 5, 1605?

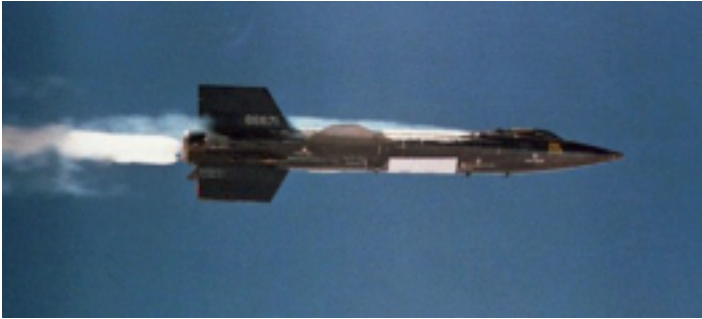
Once again, I am indebted to the Web site "This Day in Aviation History". The answers here are excerpted from there:

1. Actually, Russell Bucy says you CAN get to Johnston Atoll, with official permission and under very close constraints...but even then, he says it won't be much fun! On November 4, 1962, a Western Electric M6 Nike Hercules air-defense guided missile was launched from there, and its W-31 Mod 1 nuclear warhead went off at 69,000 feet.



2. The 'dinosaur' or 'dodo', finally retired permanently on November 4, 1954: the last in-service B-29 Superfortress, sent to Davis-Monthan. It was the most technologically advanced—and complex—aircraft of World War II. It required the manufacturing capabilities of the entire nation to produce, after 1,400,000 engineering man-hours in design and testing. See references to "The Battle of Kansas" for the story of how it got made in large numbers to hasten victory over Imperial Japan.





4. “High-speed aerodynamics” is WAY different from “low-” – weird things happen. On 4 November 1941, Lockheed test pilot Ralph Burwell Virden was conducting high-speed dive tests in the first Lockheed YP-38 Lightning. As the airplane’s speed increased, it approached what is now known as its Critical

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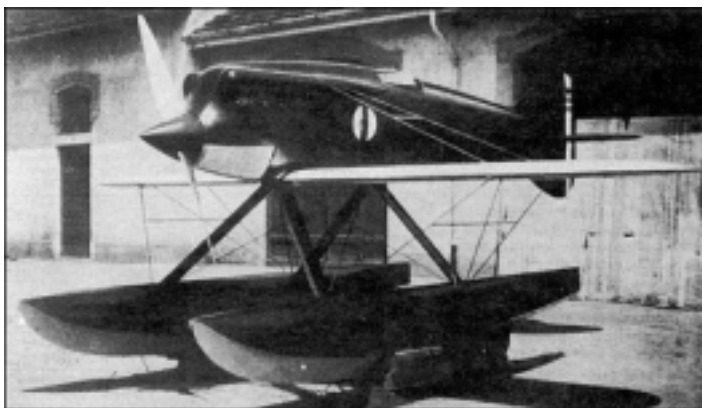
An aircraft artist's impression of the Boeing Clipper flying high, wide and handsome over a sun-speckled Atlantic. (Photo Courtesy: Boeing Aircraft Co.)

3. On 4 November 1960, NASA tried one of their four attempts to launch two X-15 aircraft in one day. None of the four attempts was successful, although one of the two aircraft involved in each attempt usually made a research flight.



Mach Number; where air flowing across the wings accelerate to transonic speeds...producing wild instability. The Web site doesn't say how many stiff drinks Ralph had to take to calm down, after getting the Lightning down safely...all things considered...

5. Hawaiian commercial flying: On the evening of Saturday, 3 November 1945, the Boeing 314 Honolulu Clipper, NC18601, departed Honolulu, Oahu, Territory of Hawaii, enroute to San Francisco, California. Way out over the Pacific, first one engine, then another, ceased to work properly. The skilled crew put down safely and all were rescued, but attempts to tow the plane back for repairs failed in high winds and waves, and finally the Navy shot the flying boat full of holes and sank it, as a menace to navigation. I don't how the insurance adjustor for Pan American Airways handled the claim...



6. Not during one of the Schneider Cup Races, but from Venice, Mario de Bernardi flew a Macchi M.52 seaplane to a major FAI speed record, on 4 November 1927. Moving RIGHT ALONG at 479.29 kilometers per hour (297.82 mph)!



7. That Captain Hawthorne C. Gray...willing to be his own guinea pig! On 4 November 1927 in a helium-filled balloon with an open wicker gondola, LAST of his series of ascents to study the effects of very high altitude on air crews.

8. Baron Brabazon prudently picked a passenger who was unlikely to generate any wrongful-harm lawsuits: a pig. Besides, can we doubt a human would have been serene about being taken up in a wicker basket tied to his Short Brothers Biplane No. 2?

Non-Aviation Related, but Timely Bonus Questions (many thanks to the History Channel's Web site, and to Wikipedia):

1. In 1912, that 'famous' Princeton-U Prez and NJ Governor Woodrow Wilson won the Presidency for the Democrats...defeating Republican President William Howard Taft and Progressive Party (no, NO! – BULL MOOSE Party!) nominee former president Theodore Roosevelt. [Washington State went Bull Moose in 1912! Yay, Teddy!!]



2. YAAAAAHHHH!! GUNPOWDER PLOT!!!

The King of England was told that, early in the morning of November 5, 1605, some guy named Guy Fawkes was found in the basement of the House of Lords with a bunch of powder kegs. To this day, those Brits celebrate the narrow escape of King James I and his whole government. (So now they set off incendiary and explosive fireworks ABOVE the House of Lords.) [Y'know, I suspect, but can't prove, that Robert Allen knew the answer to this Question, in detail, without having to look it up. Ever since I met him, something about his appearance, his demeanor, his speech, roused a suspicion...confirmed awhile later, when stating what everybody else around here regards as an OBVIOUS truism that the Lockheed F-104 Starfighter is the COOLEST

jet fighter that EVER was! He'll pipe up No, no! The English Electric Lightning! If that's not PROOF that RobertA is an ANGLOPHILE, I don't know what IS!!] *[Some of my most treasured childhood memories are of eating Treacle Toffee on Bonfire Night. - ED]*

Till next time, keep building while staying safe. We have a Moral Obligation to endure the Pandemic...which includes industriously working on our stashes...and that can be done in the Zoom sessions EricC hosts every Thursday. See you there?



Building an Airbrush Booth

from page 1

As with everything, there IS a silver lining, if you look for it. The change in schedules has led me to re-arrange my builds, since there is no meeting or show set in the near future where I might want to show off what I've completed. This has encouraged me to start a big project that may not be finished for six months or more, namely a 1/350th scale Marine Assault Carrier, complete with all the fixins (I had thought about building my one and only Wingnut Wings kit, but I'm still too chicken!)

For some of you, maybe it's time to have another look at finding a real solution to that 'airbrush problem' you might be having. Maybe a new, home-made airbrush booth might be just the ticket. If so, read on...

My original 'forever' airbrush booth - a custom, built-in job located at one end of a fully-finished garage bay - vanished, along with the garage and the house it was attached to, in my divorce many years ago. After having a go with a couple of store-bought 'baby booths', I decided to roll my own, so to speak. I wanted something large enough to easily handle the Monogram 1/48th B-17G on a turntable, while leaving room on the inner sides of the booth to hold paints and supplies. Furthermore, I wanted the blower to be mounted on the rear of the booth, out of the way, venting outside through the wall - this design would afford me six square feet of open space on top for storing my weathering table when not in use. Finally, I wanted a way to easily convert the whole thing into a perfect photobooth, on demand.

I spent a couple weeks thinking about the project, drawing up the plans, and lining up the materials. Once I had everything in hand, I started the project on a Friday night and had it built by Sunday morning, and stained and painted, up and running by the end of the week. This was back in 2009, and I wrote a full build-article for the website in 2012, which can be found here: <http://ipms-seattle.org/features/tipsandtricks/AirbrushBooth.pdf>.

Now that I've used the airbrush and photo booth for nearly a decade, I thought I would revisit the project, and let you all know what lessons I've learned:

First - Painting the interior white and then coating that with Future was BRILLIANT. Every time the booth gets really disgusting, I simply take a rag, dampened it with lacquer thinner, and wipe the inside clean, back to bright white. The white also assisted in lighting up the booth for photos.

Next - I found I needed a large, flat-fronted Lazy Susan on the bottom surface, and a smaller, elevated one on top of that. This combination gave me perfect control of whatever I needed to paint (and to photograph). The large surface allows me to get access to the myriad of bottles and thinners I have, and the smaller one is still big enough to hold my 'Panzer Rack', if employed.

Finally, I found the new, laser-cut paint bottle holders designed to attach to a vertical surface perfectly sized to hold all of my 'airbrush' paints, such as Vallejo Model Air, on the inside of the booth, along with all of my airbrushing ointments and tools. I also have dozens of tools hanging on the outside, as well as that all-important paper towel holder.

If you decide to build a new airbrush booth, don't hesitate to e-mail me with any questions you might have. I also have more images I can send you. In the meantime, I hope to see you at the Saturday (online) build session!

Eric





Meeting/Show Information

The IPMS Seattle meetings have been cancelled through February 2021. 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, IPMS Boise, and IPMS Vancouver shows for this year have also 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.