



Seattle Chapter News

Seattle Chapter IPMS/USA **September 2020**



Pre-Shade, Post-Shade – What, What??

Before I jump into this month's weathering subject, I want to take care of a few club business items. First – I hope everyone is healthy and working hard to stay that way. There is still a danger, and so is the need to stay vigilant. Thankfully we have a great hobby to keep ourselves busy.

Second – the North Bellevue Community Center (NBCC) has officially cancelled our September and October meeting dates. I will keep you all apprised of the latest developments as they come in. Luckily, we have more Zoom build sessions being hosted than ever before, so why not model with some company? Let me know if you would like to start receiving invite e-mails – everyone is welcome.



Finally, Bill Johnson, long time member, superb modeler, and good friend to many of us, is in grave condition and in hospice as I write this. His family prefers privacy at this time – we'll get more information out as we receive it. Bill is a good man from the old school, and is in our thoughts.

Pre-Shading and Post-Shading are painting techniques that are used to add depth to a painted surface. Because both of these techniques are part of the painting process, they are sometimes overlooked since weathering generally takes place after the painting steps are finished. In fact, pre-shading is sometimes combined with the primer step, right up front, and is therefore easily skipped.

Pre-shading can be performed by hand or with an airbrush (or rattlecan paint). Post-shading can only be done with an airbrush.

If you are familiar with my modeling style, you also know that after assembly I start every painting phase with black, whether it be aircraft, armor, submarines, figures, or cars. The primary purpose for doing this is that the dark primer/pre-shade coat adds 'forced' shadow and depth to the surfaces. The downside to this approach is that the dark color will also darken the colors of the subsequent coats. To avoid this, many modelers take the time to airbrush only the crevasses and panel lines on a model with the pre-shade color, which requires time, an airbrush, a steady hand, and a lot of expensive model paint. Other modelers, such as myself, take a different tack; we cover the entire model with rattlecan black enamel paint, choosing instead to adjust the subsequent colors during the (post)-shading step.

After the pre-shade coat is dry, the base coat is laid down. If the model is military, this would represent the main camouflage coat, with additional camouflage colors added next. Some modelers choose to lighten the base coat by adding paint within the same color range (yellow for lightening Green; Buff, Flesh or light blue for lightening Grey, etc.) The problem with this approach is that if you get the color wrong, you have to remix and start again, laying down another coat, or (gaaach!) remove the original coat and re-paint.

Other modelers (like myself) choose to leave the base colors as they are, which may (temporarily) appear darker over the black pre-shade. That's OK – this condition will be resolved in the next step (post-shading).

Once the base coat/camouflage colors are dry, the post-shading step is taken – and this step can only be performed with an airbrush. The good news is, the technique doesn't take a steady hand at all – but it does take well-mixed paint to pull it off successfully. Essentially each color on the model's surface is lightened by applying a very thin, lightened version of the original color. Application is a little tricky as well, since you

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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:30 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 September and October meetings have been cancelled
November 14

December 12

IPMS/USA MEMBERSHIP FORM

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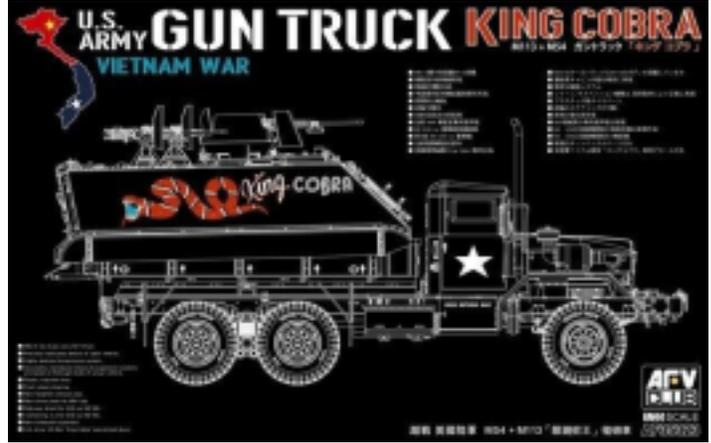
AFV Club 1/35th Scale Viet Nam Gun Truck “King Cobra”

by Eric Christianson

[Editor’s note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the ‘Reviews’ section of the IPMS USA website or on our own IPMS Seattle website.]

AFV Club has released their third version of a ‘Gun Truck’ employed by hard-pressed convoy security forces in Viet Nam. This time around we meet the ‘King Cobra’, sporting three 50cal M2 ‘Ma Deuce’ machine guns mounted on a fully equipped M113 APC hull, sans wheels and track, thrown right up into the bed of a M35 5-Ton truck, all black and bad. I took one look at the box top and I knew I had to build it.

The Viet Nam gun trucks have a fascinating history; borne of necessity, built with Southern ingenuity, and purpose-made to rain hell on its adversaries if attacked. While they were never officially sanctioned by the U.S. Army, an estimated 300 to 400 trucks were transformed in this way. Only a single gun truck, the ‘Eve of Destruction’, survives today, permanently on display at the Army Transportation Museum in Fort Eustis, VA.



Opening the box - The enormous, and sturdy, AFV Club kit box is relatively heavy and filled to the brim with parts and extras. The plastic is soft and in places, very thin, but I did not find any warpage or damage in shipping. There was some flash but nothing significant and what is there is limited to the smallest parts. Each substantial truck tire comes in two, crisply-molded halves made of plastic – which was a pleasant surprise, actually. I would much rather clean up an easy seamline than fight trying to paint and weather poly-whatever ‘rubber’ tires.

Of note: online and box-top images of the completed model show detailed, heavy fabric striations in the driver’s compartment ‘canvas’ cover. The cover included in the kit (Part M2) lacks any such detail, reflecting a hardtop configuration for the M35 cab.

The contents of the box include - 24 sprues in soft, light-green plastic, packaged separately.

APC Hull Body, packaged separately.

1 length of string for securing the M113 to the truck bed via two stanchions.

1 very small photo-etch sheet of mostly straps and belts and very small details.

1 small bag containing two gun mounts in dark grey resin.

2 small sprues of clear parts containing headlights, mirrors and windows.

1 medium-sized sheet of decals with markings for one vehicle.

1 24-page black and white instruction booklet with 48 steps, including a single back color page showing a 5-view decal placement and paint guide.

The Instructions - The side-bounded instruction booklet, unfortunately, does not contain a list of unused parts – an omission which is compounded by the fact that the parts map is printed on one half of one page – far too small to read the numbers (on 24 sprues!). In fact, it is difficult to even make out the shape of many of the parts. I would humbly suggest that AFV Club either use an entire page for a legible parts map, or re-task this half-page space for a more useful purpose. In addition, in many places in the instructions, the part numbers are super-imposed directly over the main image which makes it a challenge to keep track of what has been added and what still needed to be attached. It would be better to pull the part numbers away and to the sides of the main images to help the modeler visualize the assembly steps.

On the plus side the instructions contain color call-outs for Gunze Sangyo (lacquers and acrylics), Humbrol, Revell, and Lifecolor, and the decal placement instructions are supplied in a beautiful, five-view CAD image. Also, AFV Club thoughtfully includes a short, fascinating history of many of the gun trucks used in Viet Nam.

Sprues and parts are color coded in the instructions, so I was able to set aside the (13) sprues for the M113 while I focused on the truck, which greatly streamlined the assembly process – this kit has a lot of parts!

Things to consider before starting - On the plus side, the pieces of armored 'glass' can be carefully dropped into place after assembly and painting – thank you, AFV Club – this makes things so much easier. Likewise, the plastic wheels can be painted and weathered separately, and attached at the very end.

On the negative side, inexplicably, two of the three gun mounts are provided as very thin, delicate resin parts that broke immediately – one by using too much force to open up the too-small hole required for the M2 mounting post (it shattered and was unrepairable), and the other when the top-heavy truck gently rolled onto its side (on to a small towel, nonetheless – a towel placed there to protect this very part in case the truck rolled over). I was able to repair that one, gluing two pieces along a razor thin edge. What surprises me is that AFV Club produces some of the finest moldings in the industry – why choose resin here? It's a shame, since the guns up top are the heroes of the model; what everyone looks at first. My ever-supportive wife claimed, as the second stand broke again at the end of the build, that "the (cobbled-together gun mounts) gave the finished model a look of authenticity true to the vehicle's heritage". Bless her heart.

The Driving Compartment and Truck Bed - The pieces of armored 'glass' can be dropped into place after assembly and painting, although care must be taken to ensure that they don't drop inside the cab – this mostly is the case with the windows in the doors. A rear-cab split window (Part N6) is not mentioned in the instructions (?), and is inaccessible after the M113 is added. I painted the edges of all the thick pieces of glass black so that light didn't refract off the surfaces when in place.

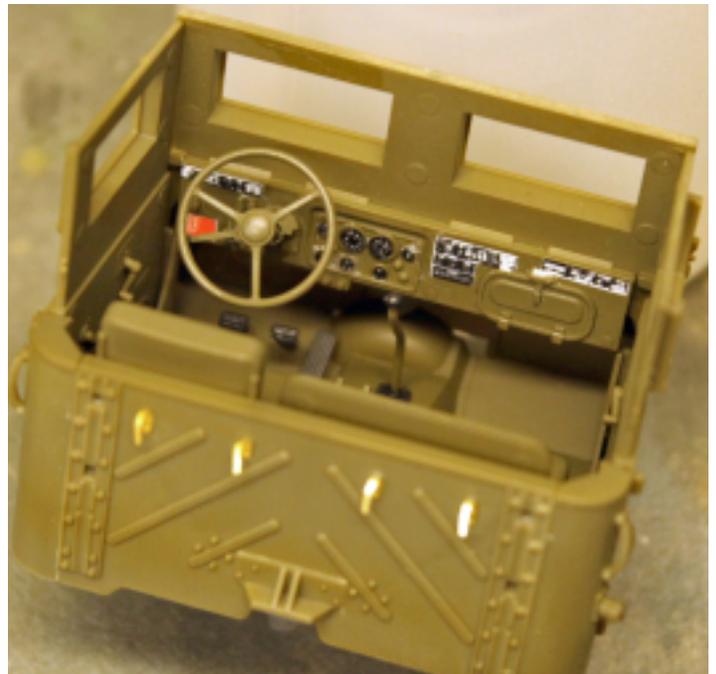
The fit of the seven-part cab and six-part hood is flawless; each piece set into pre-engraved slots which need very little cement. AFV Club should be commended for absolutely nailing this oft-challenging task.

The M113 APC - The novel aspect of this version of the gun truck is that it contains a fully equipped M113 Armored Personnel Carrier. On page 10, there is a clean break between building the truck and building the APC. In fact, you can remove all truck-related stuff from your workbench – the next 12 pages are dedicated to this 'reworked' AFV.

Nor surprisingly, AFV Club chose to go to one of their many M113 offerings for most of the sprues needed in this kit. The final result is quite literally a fully-detailed APC minus the track and wheels, leaving the bottom of the hull placed directly on the bed of the truck, just as you might imagine happening in some backlot of a maintenance facility, sticky hot with red clay soil and an old lifting crane. Grab a bucket of black paint, some guns, and ROLL.

Assembly starts with the highly detailed interior. All hatches fully open, including the large rear door, so what is offered inside will go a long way for someone to super-detail this kit. Of specific interest are the three significant crew stations, complete with articulating seats that are small models in themselves. Radios, benches, stowage racks, control panels, fire extinguishers, etc., line the walls around the three stations. Stencils and decals are included, along with detailed painting instructions.

Machine Guns and Mounts - AFV Club kits have beautifully rendered M2 50cal machine guns, but getting them together has always been a challenge for me. I don't know if I just can't interpret instructions, or the fit and design is poor, or what. The ammunition box connection points never seem to sit right, and when they do, they block other parts from fitting. I've probably built a dozen of these now and every one of them has been a 'load-the-glue-on-and-move-the-parts-around-until-it-looks-like-a-gun' affair. In the end, I have decent looking guns, but close inspection reveals a mess. In addition – these particular guns have shields, which, in one case, required a plastic shim to extend the gun base backwards from the shield so the ammunition box could fit in behind.



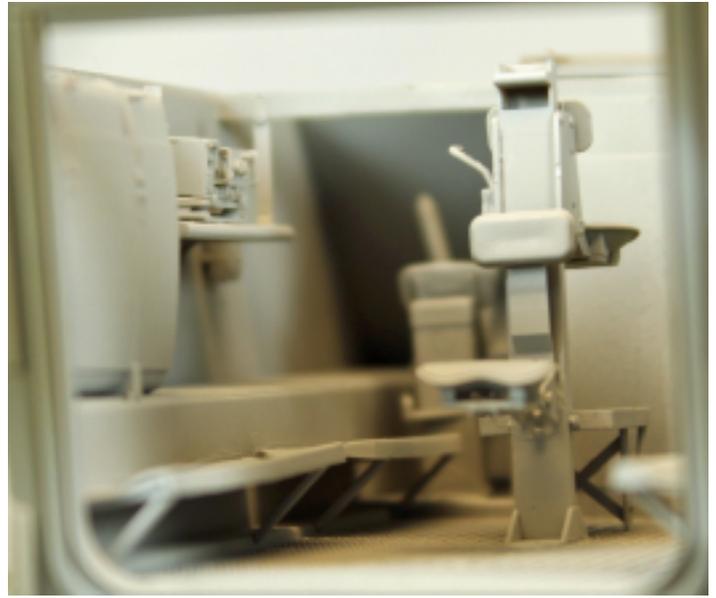
I suggest that you use slow-drying Testor's 'Black Bottle' cement, which allows ample drying time for coaxing these parts into place.

Painting and Finish: Except for priming and pre-shade coats, I used Tamiya paints throughout, thinned 50/50 with Gunze Leveling Thinner. I've come to really like airbrushing this paint mix and although not as healthy as the new acrylics, I can depend on the consistent results I achieve every time I pick up the airbrush.

Paint it Black - I would normally start by applying a coat of (rattlecan) Krylon Flat Black Paint/Primer for my dark, primer/pre-shade coat, but this is an unusual case – the entire model is black! Since I wanted to break up the monotone look of just plain black, I painted the cab and truck front end with Tamiya X-18 Semi-Gloss Black, the chassis and truck bed using Tamiya XF-69 NATO Black, and the M-113 using Alclad Gloss Black Primer.

Drivers Compartment and Cab - I painted the interior of the driver's compartment, spare water cans, and odds and ends using Tamiya XF-62 Olive Drab mixed with XF60 Dark Yellow 80/20.

The exhaust stack received Tamiya XF-16 Flat Aluminum, and the yellow identification stripe on the hood Tamiya XF-3 Flat Yellow with a couple of drops of Tamiya X-6 Orange to deepen the bright yellow to a more 'school-bus' shade. I painted the inside of each headlight Molotow Liquid Chrome before pushing them into their receptacles.



On-Deck Equipment and Guns - After the primer had degassed, I attended to the pioneer tools and guns. The shovel and sledge hammer heads were first painted Tamiya NATO Black, and then detailed with Uschi Chrome powder. The shafts were painted using Tamiya XF-59 Desert Yellow, and then, when dry, covered with MIG Brown Wash Oil paint from a tube. I let this sit for a few minutes and then rubbed most of the oil off with a clean brush, leaving enough residue to simulate wood grain and dirt.

The machine guns were painted Tamiya XF-84 Dark Iron, and then detailed with Vallejo Saddle Brown and Uschi Chrome metallic powder. I painted the ammunition boxes AKI Real Color RC094 IDF Sinai Grey 1990, a somewhat faded version of my go-to-and-out-of-production Pactra Artillery Olive, the color I've always used for this application. Both parts then received a brown wash.

Decals and Photo Etch - With painting finished, I hand-painted a coat of Future on the (NATO Black) chassis where the various stenciling went, and relied on the glossy surfaces of the other areas to take their decals as is. Once the Future was dry, I went about applying the decals using the Red and Blue MicroSol and MicroSet products. The decals were very thin and surprisingly stubborn once on the surface. Patience prevailed, however, and I was able to coax them into place. The long (Snake) decals gave me the most trouble as they tended to fold back on themselves during application. I followed this with a second, sealing coat of Future to help hide the edges of the decals.

Finish - I weathered the wheels using a mixture of Mig African Earth, Dark Mud, and Europe Dust pigments applied as a thin slurry thinned with Mona Lisa thinner. Once dry, I brushed off the excess and worked the pigment around a little using a stiff paintbrush. Once I had those right, I attached them to the truck and attached the three gun mounts and other breakable items (rear view mirrors, tool rack, etc., to prepare for weathering.

Dark pen washes would disappear into the black background, so I mainly stayed with the same colors I used for the tires, applying them wet individually and mixed, and adjusting them after they had dried. If I put too much on, I adjusted those areas by using a thicker black wash, essentially starting over. I left the cab and hood sections shiny since these areas would have been cleaned off and shined more often by the proud crewmembers.

No doubt about it, this kit was a challenge to build, and to finish. AFV Club has a solid reputation for offering unusual, highly accurate injection-molded kits. There kits have a lot of parts, and sometimes dealing with that level of detail can be maddening. I have often said that AFV kits are not for the faint of heart, and I mean it. You have to know what you're doing, you have to have a lot of patience, and you need to know how to slow down.

I have been building AFV Club kits for years, and I have often complained about the lack of positive locator pins or holes or other (common) assists found in other kits, such as interior ridges and/or insets that may not have existed on the real thing, but could be included, out of sight, and would really help modelers. Well, I'd like to think that AFV Club has finally heard my message, but more likely has simply decided to add more design features that assist in buildability. Whatever the case, the complex, multipart truck cab and front end literally fell together; each piece inserted into the other along inner edges and corners. Complex pieces could only fit a single way, etc., etc. I would like to heartedly commend the company for adding these features to their design process.

I am more than satisfied with the end result, and all that busy detail looks great on the finished model.

The number of small parts, the complicated assemblies, and use of photoetch and resin leads me to recommend this kit to experienced modelers only. Go slow, pre-fit everything, and above all, have fun!

I would like to sincerely thank AFV Club for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.





David Union D400 Electric Pencil Sander

by Blaine Singleton

John Miller, IPMS member and owner of Model Paint Solutions (modelpaintsol.com) has an electric pencil sander called the David 400 (D400) on his web site. The sander has a wall cord that plugs in the back of the sander, fits nicely in the hand, and is very comfortable to use.

When I first saw the tool, I thought, why do I need an electric sander? I have an abundance of sanding tools already. It just so happened that I was working on the Airfix 1/72nd scale Tiger Moth and had a very small area to sand under the horizontal stabilizer. With that small an area to be sanded and the delicate nature of the sanding that had to be done, I thought the D400 would have made the job a lot easier and faster.

How many of us are getting to the point where it's tough to hold a piece of folded sand paper (or sanding stick) in one hand while holding the part being sanded in the other. Moreover, if it's a sanding job that is going to take a while, how long does it take for your hands to start cramping, especially after a day of filing and sanding? This little tool goes a long way to solving that problem.

The D400 comes in a well packed box and contains:

- The D400 Sander
- A wall plug w/cord that attaches to the sander (D400 is not battery operated)
- Three boxes adhesive backed sand paper; 1000, 600, and 400 grits; ten sheets each
- 7 sanding styluses to attach the sand paper in various geometric shapes
- 2 sanding files with collets
- A set of stylus templates that aid in cutting pieces of sandpaper that match the contours of the styluses

The sander fits comfortably in your hand and is quiet to use.

Dimensions and weight: D30mmxL187mm/89 grams

AC input 12v/0.5A

Speed 1000-6000 linear strokes/min

Stroke Length 3mm

The power cord plugs into the back of the D400; out of the way of your hand. Construction has a quality of its own, there is nothing low quality about it.

Because of its small, ergonomic design, the D400 is comfortable and balanced when used. Instead of the usual rotary sander I have used before with a drum sander, this sander has a reciprocating motion front-to-back allowing for easier sanding without burning through your sanding subject.

The sanding stylets have a corresponding template so you can easily cut your sand paper to the desired sanding stylet shape. The sanding paper supplied with the D400 has a sticky peel-off backing allowing it to be attached to a stylet.

With some double backed tape, you can also use the sand paper you desire on a stylet.

I really liked using this sander on small parts. It is difficult enough to even hold a small part let alone try to sand it. The D400 makes the sanding process easy, and especially sanding the spine fuse joint on aircraft is certainly made a lot easier.



If you are getting to the point where your hands don't work the way they used to when trying to hold some small part or you have an extended sanding session, then the D400 might be something for you to try. If you are a tool guy, then this is the tool to have.

Thank you to John Miller at Model Paint Solutions and IPMS/USA to be able to review this product.

Manufacturer: David Union

Manufacturer website: <http://www.davidunion.com>

Mfr. Stock No. D400

Price: \$125.00

Provided by: Model Paint Solutions

Vendor website: <https://modelpaintsol.com/>

Direct Link: <https://modelpaintsol.com/model-paint/du400-pencil-style-electric-sander>

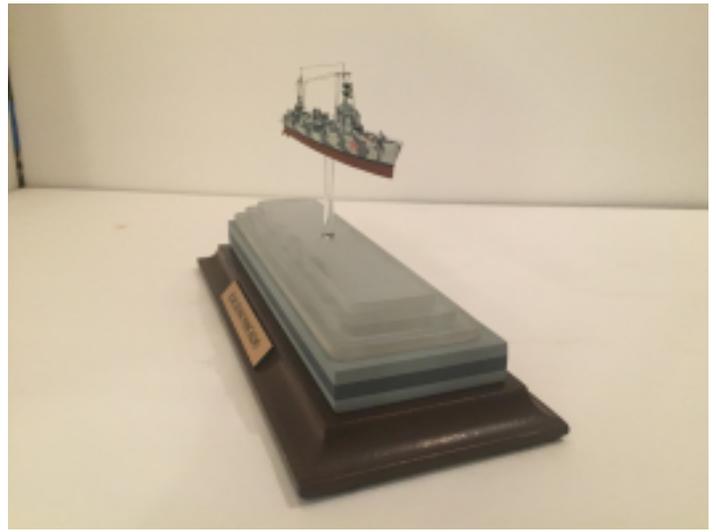
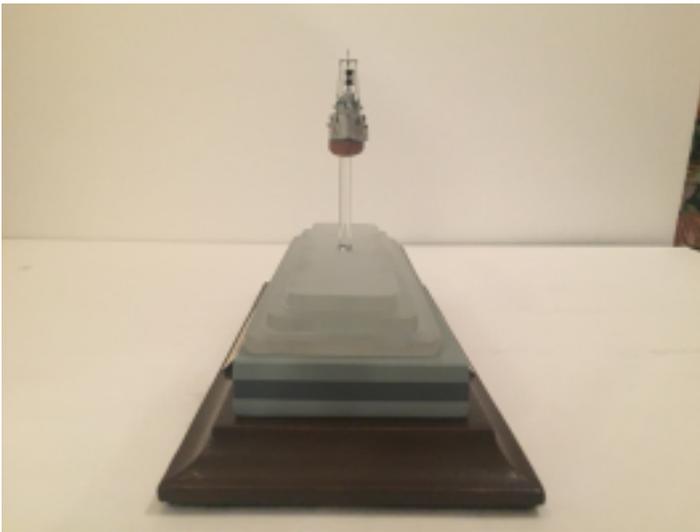
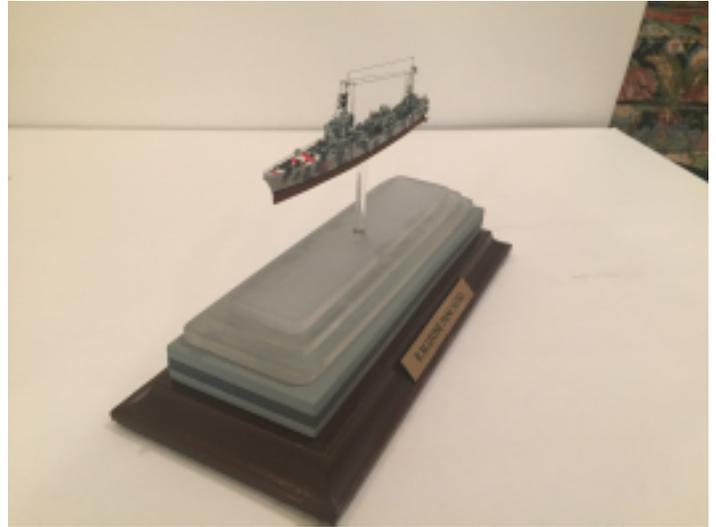


Leone Pancaldo

by Jeff Smith

This is the Regia Marina 1/700th waterline resin kit of an Italian Navigatori class destroyer. It's my fifth Covid build. There was only one survivor of WW2, so they were well used. The kit is pretty nice and includes all the photo-etch required to make a complete example. I did scratch build the lower hull using basswood carved and sanded to match the Profile Morskie plans. The prop shafts, brackets, and rudder are styrene. The display box is built with plastic supplied by Tap Plastic. A local engraver made the little name plates. Not everyone's cup of tea, but I now have five of these little guys. The plan is to have an example of one each of every major naval power from WW2. I still have a French, Russian, and Dutch to build. They are all destroyers of course. It's really a nice diversion from aircraft.





Brengun 1/72nd Scale Vought-Sikorsky VS-300

by Chris Banyai-Riepl

The Vought-Sikorsky VS-300 (also known as the S-46) was an early experimental helicopter that achieved many firsts. The helicopter was initially powered by a small 75-horsepower engine (the final version doubled that to 150 hp) driving a three-bladed rotor. First flying in 1940, the VS-300 was the first successful helicopter to use the vertical-style of tail rotor, setting a precedent still in use with helicopters today. It was also the first successful amphibious helicopter, and was the first successful single-rotor helicopter in the United States. It also set Sikorsky up as a helicopter icon, a role that the company continues in today.



For those wanting models of early helicopters, your options are very limited, and for this VS-300, for the longest time a scratchbuild was your only option. This kit eliminates the need to create something from scratch, but the open structure and small size makes for a challenging model in general. This kit further adds to the challenges by being split between petite cast resin pieces and fine, thin photo-etch parts. Well, almost all the parts. Interestingly, the rotors are injection plastic. There are two options in the kit, a wheeled version and a float version. Most of the construction is common between the two, though, so you don't have to decide which one to do until late in the build.

Like most models of aircraft, the construction begins with the interior. This is made up from a photo-etch cage that needs to be folded up. This is a large piece of photo-etch, but that should actually simplify the assembly as everything is attached, including the rudder pedals and instrument panel. There is a film piece for the back of the instrument panel, to provide dial faces, and the one-piece resin seat gets some photo-etch seatbelts. This completed interior then slides into the one-piece resin nose section.

The next step is to build the rear boom, and this is also folded up from a single piece of photo-etch for the outer framework. This includes the rear tail rotor support at the end as well. Inside this goes two large flat pieces of photo-etch that will help add some strength to this delicate assembly. Details include the belt drive for the tail rotor and the rotor itself, both made up from photo-etch. The tail rotor is built up from two pieces of photo-etch, so it might be useful to add some filler to these pieces to smooth out the transition between the two parts.

With the main fuselage pieces together, it's time to turn to the powerplant. This is somewhat exposed, but also buried in the fuselage section so only parts will be seen. The majority of this is made up from resin pieces, with a one-piece base getting some small details such as a fuel tank and gearing. Photo-etch provides a lot of the finer details, including the rotor shaft supports. For the rotor itself, this is made up of three injection plastic rotors and a resin hub, with photo-etch details providing the actuator arms for each blade.

With the power side done, it now becomes time to choose between the wheeled or float option. The wheeled version comes with the main landing gear strut in resin with photo-etch support braces, with the wheels in resin. This is the easier of the two options to put together, as it also just has a simple pole with a flag on the nose. For the float version, this flag gets replaced with a basket that is bent up from photo-etch. The struts are also more complex, with also photo-etch bracing between the resin struts. The floats themselves are solid pieces of resin, with the top lacing provided as separate photo-etch pieces.

For color options, this is a pretty simple one, being overall silver with black framing. For the float option, the floats are a gray color, so that adds some extra contrast should you choose that. The wheeled version had an NX number on the rear fuselage, while the float version did not, and that is the only decal provided in the kit.

For those modelers looking for something a bit unique and don't mind working with resin and photo-etch, this is an excellent little kit to keep you busy for a while. While there is a lot of photo-etch bending, the overall shapes aren't complex and should pose no problem to anyone with a bit of experience in that media. My thanks to Brengun for the review sample.

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

Scale ModelWorld 2020 Cancellation

It is with a great deal of regret that IPMS (UK) has to announce that Scale ModelWorld 2020 in Telford, England, has been cancelled.

The level of uncertainty regarding the long term impact of Covid 19 means that despite our best efforts, it will not be possible to hold the event as scheduled on 7th and 8th November 2020. This will be the first time we have had to cancel our annual IPMS (UK) national show since our inaugural 'National Championships' took place in 1967. The decision has been a tough one to make but it is clearly the right one in these circumstances.

Over the past four months IPMS (UK) has considered several different formats in order to allow us to host Scale ModelWorld in some form. We have engaged with the traders who were planning to attend Scale ModelWorld as well as our extensive Branch and Special Interest Group network to seek their views on a number of aspects relating to the show. We would like to thank both the traders and our Branch and SIG Leaders for all the constructive and positive feedback we have received.

We have also continued to maintain contact with the Southwater Event Group, the company that operates The International Centre in Telford where Scale ModelWorld has been held since 1998. IPMS (UK) and the Southwater Event Group have a close working relationship, developed over the last two decades and this has allowed us to explore a range of options. Unfortunately, the rapidly changing Covid-19 situation in the United Kingdom during late July and early August has made it abundantly clear that despite our best efforts, neither party can offer any confidence that it will be possible to hold Scale ModelWorld in any form this year.

We are therefore extremely grateful to the Southwater Event Group for offering us the opportunity to cancel this year's show with no financial penalty. At the same time, we are renewing our relationship to cover the next three years and are rolling over our deposit payment from 2020 towards that end.

Finally, the Executive Committee would like to express their thanks and appreciation for the level of confidence and support expressed to us by so many members of IPMS (UK) and the wider modelling community in these difficult times. We are sorry that we will have to disappoint everyone who was looking forward to attending Scale ModelWorld 2020 but also reassured that you appreciate the work we have undertaken to try and make it happen.

We look forward to seeing everyone again on 13th and 14th November 2021.

The IPMS (UK) Executive Committee

Seminars for February NWSM Show

by Eric Christianson

Believe it or not, preparation is beginning for the big NorthWest Scale Modelers (NWSM) Show at the Museum of Flight, in February. There is no guarantee the show will take place, but, like our club's show, we need to have plans in place for anything to happen.

Tim Nelson will be sending in the content for the NWSM February Show Flyer soon and he needs a list of possible seminars to include on the flyer. I intend to give at least two:

A reprise of my "Weathering and Finishing Armor" talk.
The same for "Track and Wheel Tricks for Armor Builds".

Please let me know if you have something you think other modelers, as well as the general public, might want to know about. All we need at this point in time is a subject title for the flyer. If you want to give the same one as last year, no problem, we'd love to see it again.

The venue is nice, the conversation is easy, and the pressure is non-existent. Presenting a seminar will do you no harm!

FLASH! Scott Flew His Stick-and-Tissue Sky Bunny on Labor Day!

by Scott H. Kruize

Maiden flight started fine: the plane's design 'right off the building board' had no bad habits. It started to get windy at the currently-unoccupied soccer fields at Fort Dent Park here...then the Bunny entangled itself in a bordering tree. Fortunately, my wife Sandra kept a keen eye on it, and after a few minutes, the back-and-forth rocking of the branches in the breeze let my Bunny go. I flew it twice more, till it got really too windy, and got a best flight time of 53 seconds.

Unlikely to strike fear among the the Free Flight community, afraid now that a new champion is arising...but Scott says he had a good time!

"I'm indebted to my wife for serving as observer, timer, wind-it-up holder, and cameraman (camerawoman?!)"

"With still air and more room, I will dare wind in a little more power, and get flights of over a minute. But I wanted you all to know that I've had a wonderful time. Would that I'd known Then, when I was 10, what I know Now...in the early '60s I would've built successful rubber powered planes. Still, in my maturity, I'm still enjoying such flying."

Photo of the Month

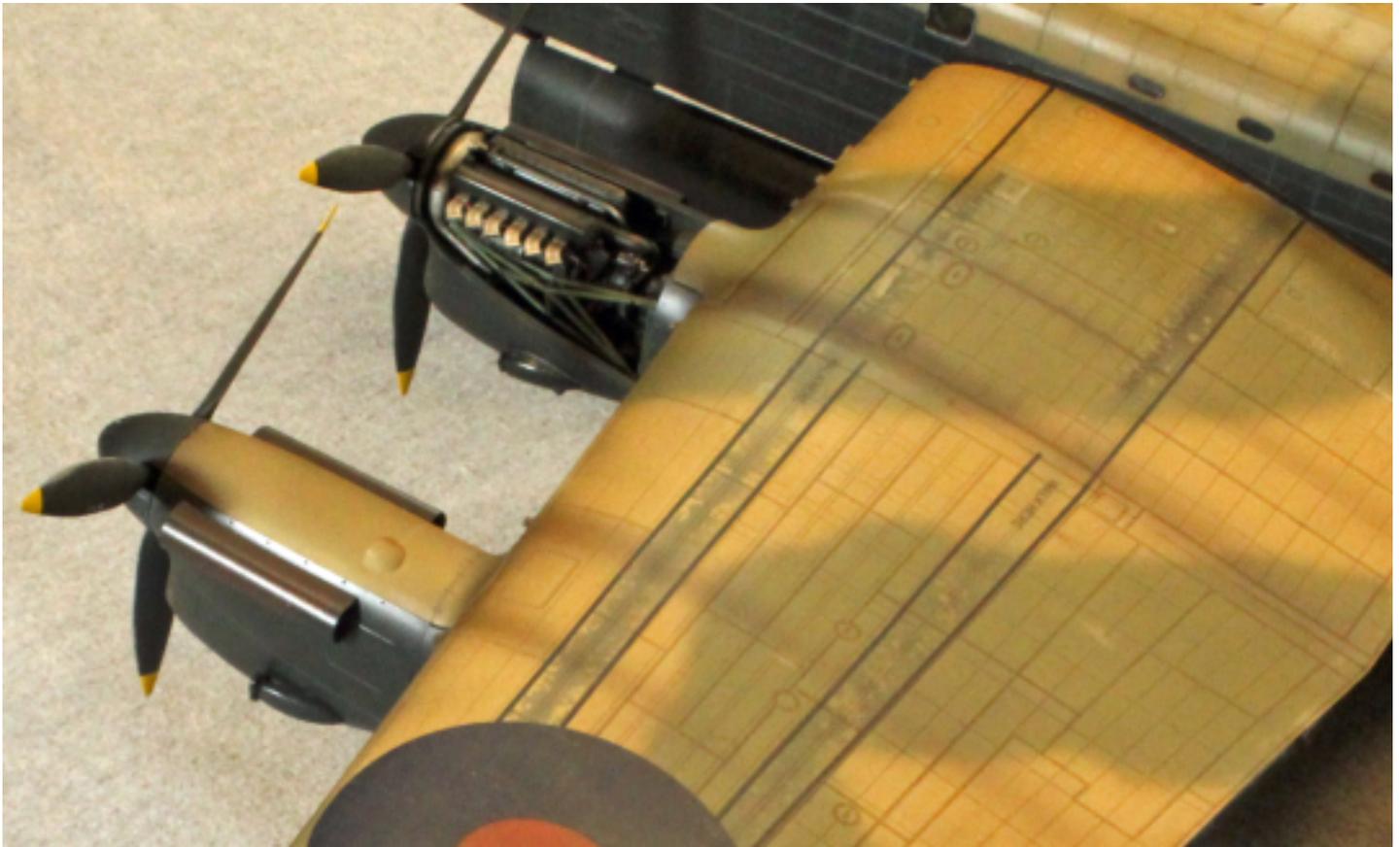
This is a Beech Traveller (Beech 17), acquired by the exiled Prince Bernhard of the Netherlands in October 1941. It was given RAF camouflage and markings, and assigned to No. 1316 Allied Communication Flight, where it was used to transport the Prince to meetings. Instead of an RAF serial number, it was given the registration "PBI". The Prince, who held Wing Commander rank in the RAF, had a Lockheed 12A that was also given RAF markings and camouflage, and the registration "PB2". The Beech was flown to the continent after the liberation of Europe, but was destroyed on January 1, 1945, when the Germans attacked Allied airfields in "Operation Bodenplatte". Photo source: Nederlands Instituut voor Militaire Historie (2157_001030)



Pre-Shade, Post-Shade

from page 1

want to 1) stay within the boundaries of the color you are working with, and 2) stay within the boundaries of the panel section you are painting. A steady hand, however, is not needed since the thin paint lightens things slowly, allowing for accidental over-sprays here and there. The cool part is that you can see the final result appear, right before your eyes, as you spray. If the surface color is a little dark, you can add a little more post-shade. If it is a little light, you can add a little of the original color, thinned down. The process is easy, and can be adjusted, right then and there.



In the image of the Lancaster wing section, I started with a pre-shade coat of rattlecan flat black enamel. Over that I sprayed the RAF Dark Green and Dark Earth (brown) bands. It's not easy to see in the photograph, but I then took the base colors and added (yellow) to the green color, and (buff) to the brown color, and airbrushed each color, starting from the inside of each band, working my way outwards to the demarcation lines, but stopping just short. You can see that the edges are a little darker than the center of each band, especially in the green bands. I then sprayed the leading edges of the wings, the exposed engine, the edges of the cowls, and the exhaust stains using Burnt Umber. The walkways were a pre-shade of black chipped away using hairspray, all added before the post-shading step.

These are all useful techniques in adding depth to a surface using paint. E-mail me directly (at ModelerEric@Comcast.Net) if you have any questions on either of these techniques, or anything else that pops up – I'm always glad to help! AND – try to attend a Zoom meeting if you haven't already. They are a lot of fun, and they give you an excuse to work at your bench on a model!

Stay safe, and Model On!

Eric



Meeting/Show Information

The September and October IPMS Seattle meetings have 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, IPMS Boise, and IPMS Vancouver shows for 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.