



# Seattle Chapter News

Seattle Chapter IPMS/USA December 2021



## What Will Be Your Modeling Legacy?

Greetings All! We are days away from our big Christmas meeting, with all the spectacle and hoopla that this singular event brings. The meeting will be our normal Christmas pot-luck, with food and drink welcome from, and for, all. Jackie and I have our sights set on making lil' pigs in a blanket if we can get up early enough to bake. Thanks to our raffle Czar, Daniel Carey, we will also be handing out nice raffle prizes to lucky ticket holders.

This will be a vaccinated-only, mask-on event – BUT – since a lot of us will be eating, those masks might not always be on. Still – everyone will be vaccinated, so I am hoping for a smooth (and safe) affair. **Make sure to show your proof of vaccination and mask at the door and you will receive a raffle ticket.**

### What Will Be Your Modeling Legacy?

Some modelers, like the late, great Jim Schubert, would simply say “who cares?” (We won’t be around anyway). Others, like myself, would like to pass something on to the people we leave behind – something to show them that we once held great passion for our beloved hobby.

I write this editorial having just completed the table of contents of a book I am bringing together – a book containing a picture or two of every single model I have ever built. Each photo will be accompanied by the name of the subject, and the year I built it. I am using an online piece of software called SnapFish for the project, but there are dozens of other options available.

I got this idea when I was looking at a book compiled by fellow member Don Conrard; a book of photographs he had taken here and there all around the Puget Sound. The quality of the binding and paper were superb, and the finished product rivaled the best coffee table books I have ever seen.

After having watched several modeling estates perish before my eyes, I know there is no way my models will survive my demise, and leaving a nice book behind, I think, just might be something my boys would want someday.

I’ve got my work cut out for me – as of today, I have a whopping 212 finished models, with another 78 in progress, and, I am hoping (knock on wood), another 15 good years of modeling in me. Fortunately, the majority of my builds have been reviews so most of the images already exist – but there are still quite a few photographs to take.

Some of you may be aware that I have been maintaining a large document I call my Modeling Manifesto over the years, documenting how I build and finish models. I wrote it for my boys, in case they pick up modeling again after having stopped (when they discovered other hobbies to occupy their time). Once my modeling days are over, I plan on leaving behind the manifesto, the picture book I am working on now, and two boxes; the first, filled with the best models I never had time to build, and the second filled with the tools and finishing products that worked best for me. Everything else will scatter to the wind, dust to dust. As Jim said; who cares?!

I am really looking forward to the Christmas meeting this Saturday! I hope to see you there – in the meantime, Model on!

*Eric*

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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. 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. We are in the process of transitioning to InDesign. 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 2021/22 meeting schedule is as follows. All meetings are on Saturdays 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.

**December 11**  
**February 8, 2022**

**January 15, 2022 (third Saturday)**  
**March 12, 2022**

IPMS/USA MEMBERSHIP FORM	
IPMS No.: _____	Name: _____
Address: _____	
City: _____	State: _____ Zip: _____
Phone: _____	E-mail: _____
Signature (Required by HQ): _____	
Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86	
<input type="checkbox"/> Junior Under 18 Years \$17 <input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____	
<input type="checkbox"/> Canada & Mexico: \$35 <input type="checkbox"/> Other / Foreign: \$38 (Surfed) - Checks must be drawn on a US bank or international money order	
Payment Method: <input type="checkbox"/> Check <input type="checkbox"/> Money Order	
Chapter Affiliation, (if any): _____	
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## Wesley Moore

by Terry D. Moore

Long-time IPMS Seattle member Wesley Moore passed away on October 28. Our usual greeting was "no relation" as we were not actually related. My first recollection of Wes was when he was designing his first injection molded kit which happened to be a 1/72nd scale Ju 52 gun tub, and the creation of his model company: Guano Aeroplane and Zeppelin Works. He designed and built his "Guano Machine" a distinctly low-tech machine built on the frame of a hydraulic press, with a small "quick shooter" injection head, driven by a compressor. His first complete kit was a 1/72nd scale IK-2. Other local modelers also became involved and several produced their own line of kits using the "Guano machine". I consider Wes the pioneer in aftermarket products, especially injection molded parts. Up until then, the only aftermarket kits were vacuformed kits from the likes of Rareplanes, Contrail, and others.

Here is an edited version of his obituary:

Wesley Frowe Moore (1948 to October 28, 2021) was born to Eleanor Frowe Moore and Francis Lloyd Moore in Kansas City, Missouri, during his father's lunch hour. From an early age, he showed a passion for science and airplanes and spent much of his time making model planes. He retained this passion throughout his life.

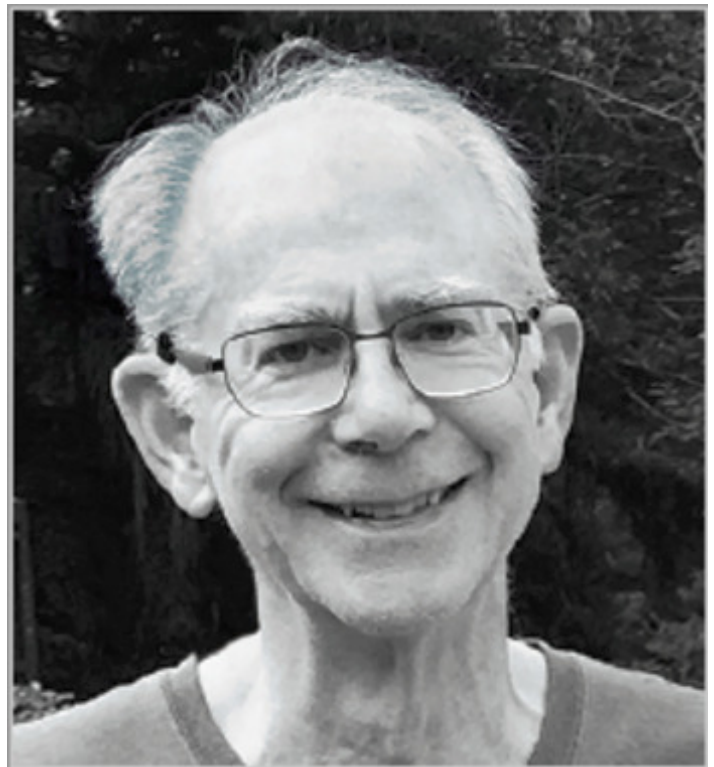
He attended Leon High School in Tallahassee, Florida, and received Bachelor and Masters of Science degrees from the Massachusetts Institute of Technology where he was the cartoonist for VooDoo, the college humor magazine.

In 1973, he moved to Seattle where he followed his passion for aviation and design as an aeronautical engineer until his retirement in 2014. In his 41 years at Boeing, he contributed to a number of projects in programming, configuration, and computer aided design. Among them were the 757 and 767 commercial planes, the F-22 military fighter, and the RAVEN aircraft.

In the 1970s and '80s, he indulged his passion for modeling as co-founder of the Guano Aeroplane and Zeppelin Works, designing and fabricating plastic models, often cured in the kitchen oven. One fellow modeler said of him: "Wes was one of the first in the world to create a company to cater to the world of modeling [by creating] a series of limited run aftermarket products that would allow modelers to modify existing kits and also produce complete kits of subjects that major kit manufacturers would not even consider. His design of a simple injection molding machine allowed others to produce model kits and parts to sell around the world. Today there are countless companies around the world doing the same. But Wes was among the first."

After retirement, he volunteered at the Museum of Flight. Until his final illness and death, he continued to follow his passion and was working on a two-dimensional moving model of a vintage radial airplane engine. He was a member of the Seattle chapter of the International Plastic Modelers Society (IPMS).

Contributions in Wes' memory can be made to the Museum of Flight, the American Civil Liberties Union, the Seattle Repertory Jazz Orchestra, or ACT Theater of Seattle.



## **Can a Venerable and Time-Honored Manufacturer of Classic Ship Models Also Make Models of Tanks? (You Already Know the Answer)**

**by Dave Hansen**

The short answer is yes, but like a lot of short answers, there is more to the story. And the more complete answer takes us off on a different tack, nautically speaking.

The time-honored manufacturer is BlueJacket Shipcrafters. They've been in the business since 1905, which has to make it the longest-lived producer of model kits of any kind in the country. I am not a ship modeler, and looking through the current BlueJacket catalog is like a tour of things that are impossibly difficult to do. Beautiful vessels, beautifully built. It is strange then to know that about 30 years ago, the firm took a brief plunge into new waters: tank models. No, not water tanks; you know, armor.

Over the years, I've picked up pre-plastic kits of armored vehicles. I build one now and then as a relief from the high-intensity construction associated with modern kits. I had just finished an exotic and expensive resin nail-biter and wanted a big change for the next project. A short search in the garage brought up a kit of the Christie T-3, produced by none other than BlueJacket.

I'm not sure where I got it but it showed signs of a rough life. The cardboard box was warped and stained, clearly the result of water damage. The contents seemed okay, save for a few paper items that were irreversibly bonded. I eased the 1991-dated instruction sheets apart carefully without loss. In reading those pages, I learned that the Christie was one of several tanks available from BlueJacket, all in 1/32nd scale. It was part of the firm's "Evolution of the Tank" series, "a new concept in the field of model armor, constructed in the tradition of the ship modeler, using wood and fine pewter castings to achieve an exquisite and seamless model." With a line like that, who could say no?

To guide me, I had four pages of type-written instructions, a parts list, and two large hand-drawn sheets depicting plans of the vehicle supplemented by a lot of lettered details called "zones." There was a wooden block that was obviously the hull and another round block that was equally obviously the turret; a small bag of shapes completed the wood inventory. The rest was all metal – road wheels, suspension components, and various details. There were a lot of them, all sealed in thin plastic bags.

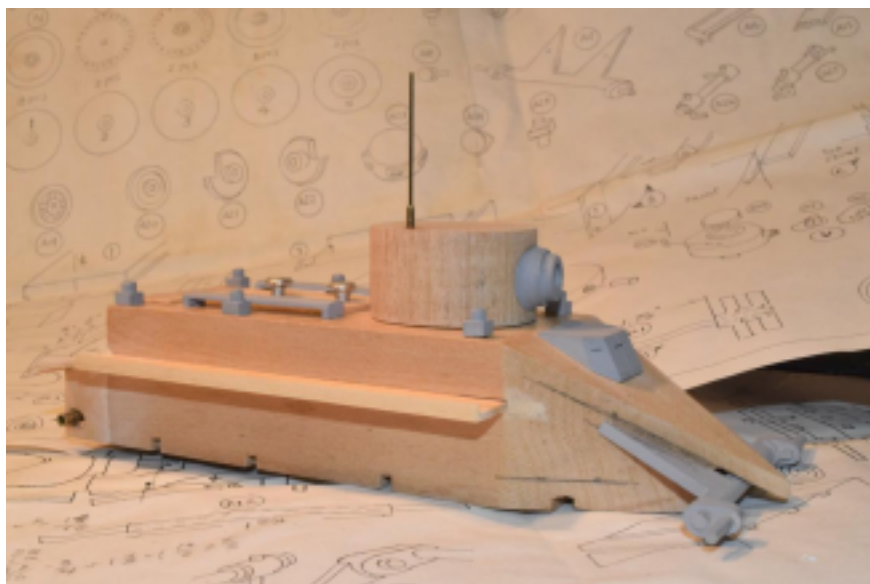
Things began easily enough. I sanded what was wood and glued it up in no time, despite the grandfatherly counsel from the instructions to work slowly: "correct any mistakes as you go, remembering that any mistakes can be repaired with no one the wiser; that is a distinct benefit of working with wood rather than plastic."

Progress bogged down when it came to the metal castings. Each of them had a stem from the casting process that needed to be cut off and ground flush, and there was a great batch of parts to deal with. I started off with a small file and that proved much too slow. I switched to a Dremel tool and made better progress, but it was tedious, boring, messy work. It took me several evenings to complete them all.

As the build progressed, it became clear that the model had plenty of shortcomings. The mufflers were square boxes rather than cylindrical shapes, the front axle linkage was clearly wrong, the hinges on the track shoes didn't mesh, the cupola on the turret was too tall, the armament was centered instead of off-set...well, the list went on. I decided against correcting the glitches and opted for an out-of-the-box build that would best represent what BlueJacket offered the builder rather than what an ambitious craftsman could do. Custom decals finished the job. The kit does make up into a generally accurate facsimile of the Christie T-3, especially if you don't look closely.

So the answer to our opening question is less "yes" and more "sort of." In completing the build, I learned that the ancient traditions of the ship modeler do not translate well to the much more recent expectations of the armor modeler. I was used to instructions in the form of graphic outlines, not lengthy and awkward text; I was used to computer-generated drawings of great detail, not hand-made sketches. And in the end, wooden shapes and pewter castings do not rival plastic. Maybe that is why the BlueJacket foray into armor models came to an end. For a time, it offered subjects not available elsewhere: in addition to the Christie, a Whippet, Mark I, Mark IV, and an A7V completed the range. In the end, the "Evolution of the Tank" series was a short-lived and apparently an easily-forgotten foray into a different field of modeling: I contacted BlueJacket to see what they could tell me about the kits, but no company representative even remembered them.

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## ICM 1/32nd Scale Fiat CR.42 Falco with Italian Pilots in Tropical Uniform

by Gino Dykstra

The CR.42 Falco was one of the last operational biplanes of World War II, as well as being (at least in my view) one of the most elegant aircraft of the period. In the Libyan and Malta campaigns, it battled against the equally obsolete Gloster Gladiator until more modern aircraft made the scene on both sides. It soldiered on for some time thereafter as both an ad-hoc night fighter and intruder for both the Italian and German air forces. The last of the breed served as trainers for the Italian Co-Belligerent Air Force. Rugged and reliable, it was a remarkably agile aircraft, which gave it the vital edge in more than one aerial encounter.

ICM's fourth incarnation of the craft comes in yet another combo set, which includes their freshly-minted Italian Pilots in Tropical Uniform. This is the pure fighter version of the aircraft, although a set of light bombs and racks is also included, although these are not used, as well as the two different half-spat landing gear options. Two decal options are provided. As before, the kit features a well-appointed interior which faithfully reproduces the aluminum tubing framework of the original, with the only missing item being seat belts. Separate decals are provided for all instruments. The engine is a small model in itself, with options provided to display the engine sans maintenance panels or with the cowling intact. A wire harness is all that is needed to finish this item off effectively.



As with most recent ICM aircraft kits, a good fit means relatively little filler will be needed to smooth things down, mostly along the fuselage spine and tail planes. All control surfaces are separate, which permits a more candid appearance for the final model.

Construction is trouble-free and painting is helped if you change the assembly sequence a bit and glue all of the struts to the top wing only. Since the struts are inevitably painted the same color as the underside, you can paint the upper wing in its entirety and then literally “snap” the struts into position on the finished fuselage. As always, I still think ICM is missing an opportunity by not offering additional decal options, as these are the same decals provided in the initial release of this fighter. That being said, those provided really are of superior quality with very sharp colors, and they lay down with little to no silvering.

The figures supplied come from the new Italian Pilots in Tropical Uniform set, which is comprised of either three figures, four figures, or four-and-a-half figures, depending on how you define the dog and its pup, which come with the set. As with most of ICM's later pilot sets, these figures comprised a diorama in and of themselves, with two pilots standing listening to a pilot seated on a Falco landing gear spat describing his latest aerial encounter. One of the standing pilots holds a puppy dog while the seated figure strokes its mother. The other standing figure leans on either a propeller blade or wing strut. All are wearing fairly casual clothing along with sandals. All faces are distinctive and definitely individual.

Assembly is pretty straight-forward, with only a bit of adjustment needed for the arms holding the pup as well as the one stroking the dog. Some filler is needed to fill out the seams on the dog and a bit around the stroking arm as well. Otherwise, little prep is required. The goggle strap on the seated figure's helmet was rather poorly defined, so I replaced it with one made from flattened lead wire.

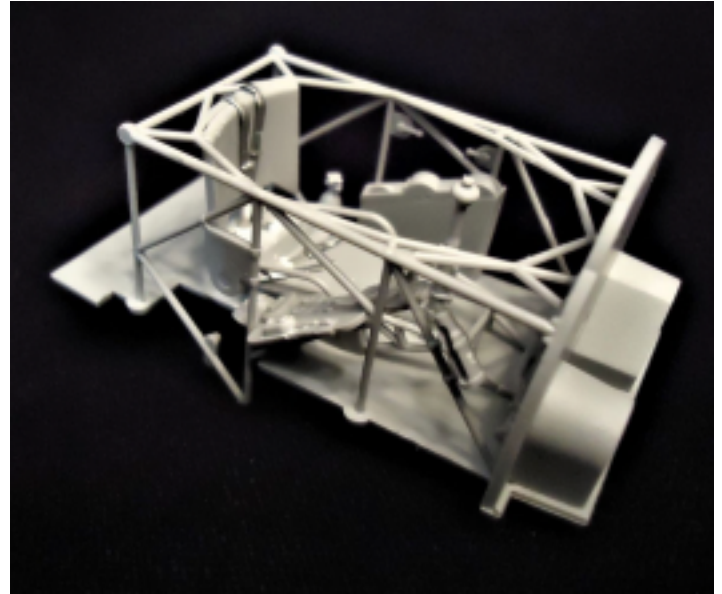
A quick note for dog lovers: I spent some time trying to figure out the breed shown in this kit, and finally located it. As molded, this is a Neapolitan Mastiff, an Italian breed dating back to Roman times. Apparently this breed was facing extinction by the end of World War 2 and was only resurrected by a single dog lover who started his own kennel specializing in this unusual mastiff.

Painting is very straight-forward and the end result is certainly pleasing to the eye. However, don't expect much help from the very poor painting directions for these figures or even the box art. The instructions are vague to the point of uselessness, and the box art shows them wearing boots. In actuality, all three figures appear to be wearing socks under sandals – a look dating back to the Centurions of ages past. In any case, you can easily find useful information online for the uniforms. As with other recent ICM pilot sets, these

figures are actually closer to 1/35th scale than 1/32nd, being distinctly smaller than earlier releases. However, this doesn't detract from the look and they certainly don't appear out of place hanging around 1/32nd scale aircraft.

All in all, this is a terrific set, with one my all-time favorite aircraft paired with an appealing little vignette. They are excellent value for the money, and are basically a diorama in a box. Highly recommended.

As always, my thanks to ICM for releasing such wonderful stuff, and to IPMS/USA for a chance to add these beauties to my growing collection.





## Time for Yearly Xmas Party to Resume!

by Scott H. Kruise

Our last Christmas party was in two-zero-nineteen  
a nasty set of teensy speckles then came in-between...

But now, deploying latest tech, plus simplest hygiene  
We now regroup, and gather, so together 'make the scene'

By using "ZOOM" from each our desks...at least we could be seen  
We now zoom past that only way, before, we could convene.

Out of prudence - but not fear! - we got through that skipped-past year.

Now we actively are done with being dispossessed  
This upcoming Saturday, anew, we'll SugarFest!

Around the world we know that at their regular meetings  
Our IPMS cousins will share holiday greetings.

Monthly, again, we gather to share our long quest  
To make our builds get ever-better, on their way to best

But Saturday, our club alone will have that extra zest  
That comes from celebrating, once-skipped over, our own SugarFest



## Brengun 1/32nd Scale MQ-8B Fire Scout

by Jacob Russell

Northrup Grumman developed the MQ-8B, an unmanned autonomous drone helicopter, for the United States Armed forces. The MQ-8B provides situational awareness, aerial fire support, reconnaissance, and precision targeting support for air, ground and sea forces. On January 16, 2006 an RQ-8B Fire Scout landed aboard the amphibious transport ship Nashville while it was off the coast of Maryland, marking the first time an unmanned helicopter landed aboard a moving U.S Navy ship without a pilot controlling the aircraft. As of 2018, 23 MQ-8B variants were in U.S. Navy service.

The kit comes in a stout cardboard box adorned with a photograph of the finished model. This is a fairly hefty kit with the main helicopter body a solid piece of resin. The kit consists of 68 pieces. 45 of these are resin plus there is also a 22-piece photo-etch fret and a comprehensive decal sheet. The helicopter rotor center is a 3-D printed casting and its detail is quite impressive. All of the resin pieces are finely molded, with minimal flash and well located casting blocks. The four rotor blades in particular come in for high praise with their molded-in "droop". The surface detail on the main body is a mix of recessed and raised panel lines where appropriate. The body also comes mounted on a huge casting block, and it will take some work to liberate the body from it. The photo-etch parts include tie-down hooks, some screens for the main body's port side, various parts for the landing skids, main rotor assembly, etc.



The kit will be challenging to assemble due to its combining some tiny PE bits with the resin castings, and as such it is aimed for an experienced modeler, adept with building multimedia kits. The average modeler should be able to get to grips with the kit, provided they follow Brengun's well illustrated, easy-to-follow instructions. The main rotor in particular should provide most modelers with a measure of "fun"...

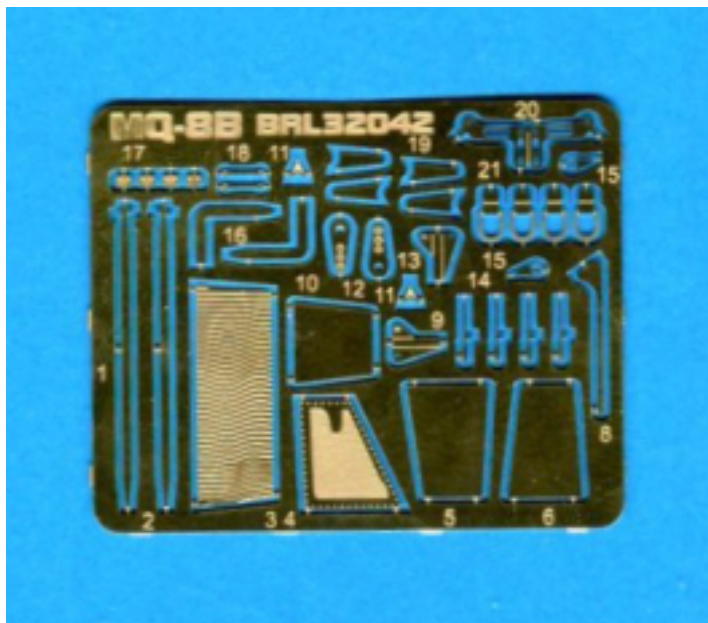
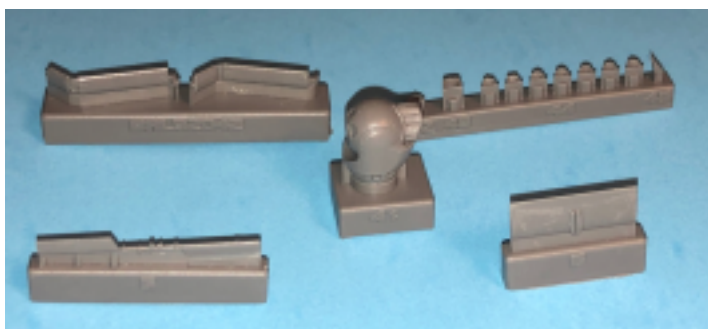
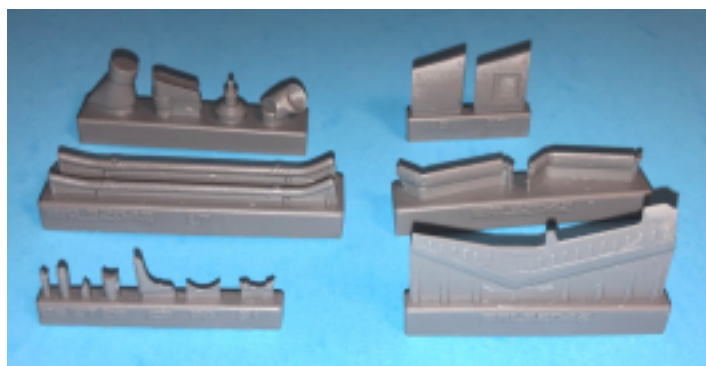
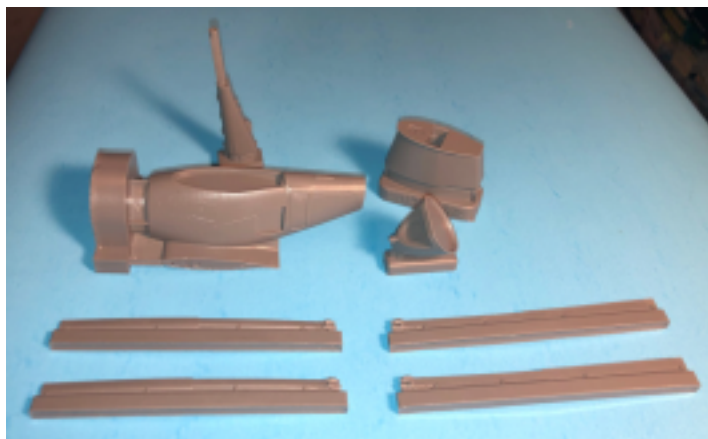
The small decal sheet is well printed, legible and in-register. The instructions include a decal map and instructions for applying them to the four kit marking options, which are in any color you like, as long as you like USN Ghost Gull Grey!

This is a cool kit of an unmanned aircraft that I am completely unfamiliar with. It seems accurate and it is certainly well detailed. I think that it's a challenging model to build and it will reward the patient modeler prepared to proceed slowly and lavish attention on a kit that deserves it. Brengun continues to provide the intrepid modeler with off-the-beaten path modeling subjects. I recommend this kit to experienced modelers and I would like to thank Brengun for the review sample.

### References

Wikipedia: [https://en.wikipedia.org/wiki/Northrop\\_Grumman\\_MQ-8\\_Fire\\_Scout](https://en.wikipedia.org/wiki/Northrop_Grumman_MQ-8_Fire_Scout)

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Jacob's article. - ED]



## Multimedia Miscellany

by Scott H. Kruize

Our late colleague Jim Schubert says we think we'll have all kinds of extra time to do things, when we retire -- but we won't. No way for me to pursue it further...recall from the article in last month's newsletter that I blew a chance to talk to him again by waking up just a moment too soon...

Transitioning from Summer to Fall weather happens around here seemingly overnight. From bright, hot and dry to gray and soggy...outdoor activities grind to a halt.

That's my underlying explanation why this last month has seen me dabble in a wide variety of activities only peripherally related to modeling, if at all: Happy Homeowner things like shopping, minor home repairs, paying the bills, enduring the constant parade of pleas from charities, via 'snail'- and e-mail, etc.

As soon as Halloween arrives, the remaining Christmas holiday events start to rush in. I found myself helping Sandy strip snow-simulation (cotton batting) off her old Christmas tree, then cutting free and discarding old-fashioned incandescent lights. She then re-rigged it with a string of modern LEDs, such that one failure doesn't make the whole thing go dark, as the old string did, driving us nutso frequently each holiday season. I also employed modeling skills - such as they are - fixing up an antique Santa Claus figure 'Made In Occupied Japan'. That was an eternity ago, and believe me when I say that Sandy paid a lot more for it, on eBay in modern times, than it would've cost originally. Anyway, by now it could only fall over feebly. 'Master Modeler' Scott dug into tools and materials for building plastic and balsa model airplanes, and pretended to be an Antique Decorations Restorer. After all, I tell her Modelers Are Resourceful And Never At A Loss...so of course she knew I'd fix the figurine...one can't let one's Significant Other be unhappy for long...especially knowing how Santa's 'Naughty & Nice' lists are being updated ever more intensively. That Santa now stands proud and upright on new pipe-cleaner and rolled tissue paper legs and boots, anchored inside a body now carved from balsa, replacing the feeble bundle of straw he was first made with. The whole's held firmly in place with my latest modeling discovery: Gorilla® Clear Glue.

That's not enough to fill all the soggy time that won't allow her to go outside and garden. We started a new puzzle. It's from FX Schmidt, entitled 'After The Mission', copyright 1993. Its thousand pieces present a grim vignette: the B-17 crew around the briefing table in a Quonset hut. They're clearly worn out, still in sheepskin flight jackets and Mae Wests, trying to stay awake by lighting cigarettes and cradling large coffee mugs. The tallest crewman can't hold one; he's nursing a hand wound which presumably also prevents him from taking off his close-fitting aviation helmet or his parachute. The crew commander looks still reasonably alert as he points to the map, explaining the mission to the debriefing intelligence officer, intensely taking notes. Above and to their side is an obvious Royal Air Force officer...a flyer himself - you can see the wings on his tunic - but he's impeccably dressed and silently puffing a pipe. He hasn't been on this mission. I surmise the Brits wanted to know all that could be known about how heavy bombing from large-scale formations was going...in daylight!

Overall, a very atmospheric and evocative painting; a difficult but satisfying build, made a bit harder because this secondhand purchase was missing two pieces. (This puzzle may go home with someone new, at SugarFest. If several of you want it, we'll do a quick Drawing!)





Speaking of recalling trials and tribulations of our B-17 airmen over war-torn Europe, Sandy and I watched two episodes of *12 O'Clock High*. By the time it was broadcast in the mid-60s, I had homework to do from junior and senior high school, and rode a paper route daily after school until I got my first 'real' job at the local Safeway. The net effect is that I saw only a couple of episodes of the TV series, during that era so long ago when you either saw a program being broadcast, or didn't see it at all...unless it fortuitously materialized in summer reruns.

But now, I found that a Bellingham station is hosting Channel 'H & I' (Heroes and Icons). Mostly old action/adventure war dramas and the like. It all comes in perfectly clearly to my digital antenna in the attic...for free! So I'm now recording *Combat!* and *12 O'Clock High* Saturday evenings, watching them at leisure weekdays.

Both series are really quite well done. Neither had large budgets: they're in black-and-white, and wherever possible and necessary, the stories show clips from the combat footage taken during the war. But the stories are compelling and have the 'feel' of real life.

I indulged another nostalgia attack. As heard at club meetings, many of us dabbled with tissue-covered balsa flying models. Results were pretty poor Way Back When, but I know a great deal more Now, have some actual skill, and patience. When applied to decent quality balsa, tissue, adhesives, and rubber motors, it makes models that really fly. Friday mornings, I've had flights of nearly half a minute indoors at the SeaTac Community Center. Had I had such flights Then, I would have been ecstatic.

Oh well, better late than never. I've even tackled new builds of the ancient Guillows kits. I built a few back in those times, but had no understanding of how to fly them well, despite well-intentioned instructions and diagrams. But really, could structures of 17-pound per square foot balsa ever have been made to fly with the really wretched rubber bands the kits enclosed?

I put a group of my newly-build and flown, 'ancient'-designed models at our Museum of Flight's special display the Sunday before Thanksgiving. The remaining tables were filled with flying electronic marvels: radio-controlled, electrically-powered planes, some built of not just good balsa, but also Depron®. Many were Almost-Ready-to-Fly: injection-molded foam, that come complete, look great, and fly great...all it takes to pilot such gems is a credit card!

I'm a Luddite. I have, and fly, R/C models too...but I can't relate to a plane I haven't built with my own hands. And FWIW, my display table got a lot of attention!

Modeling has a long history, with lots of subcategories. Some become dominant for a while; others plug along with only a few devotees. None disappear completely or permanently. I like variety at my building table and flying ensembles. I'll have new plastic static-display builds at the January meeting. So should the other members of our clubs. Just bear in mind that there's nothing to stop you from branching out...even reaching back into your Past to resurrect Now something that will work better. Want me to set you up to build some old-fashioned stick-and-tissue flying machines?



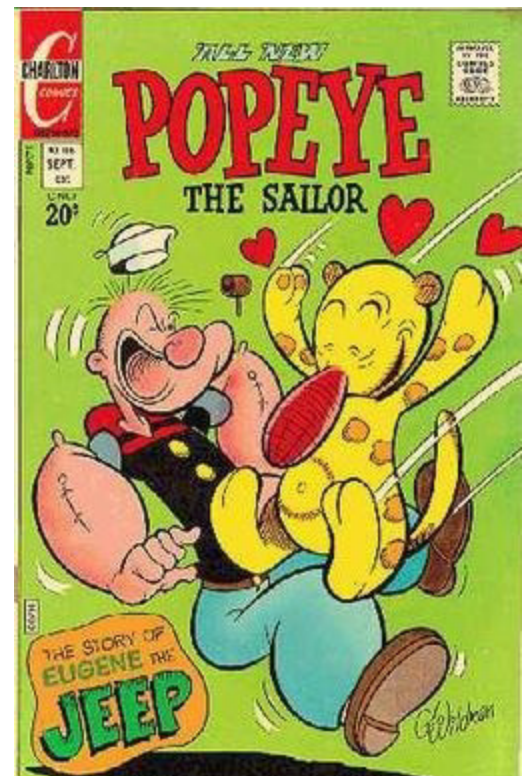
## Jeeps!

by Morgan Girling

Pre-pandemic, I'd proposed a group build of a jeep to be judged at the next Spring Show. You know, the classic little 4x4 introduced in WWII and still being used in the Vietnam war? Back then I'd envisioned it as Jeeps in various roles and conversions, including civilian use in the 1/35th-1/48th range. Immediately, I was pummeled with inquiries about 1/72 scale or modern Jeep products, and the most recent inquiry was couched in terms of this being a Modelfy.

"Mission creep" – it's not just Col. Flagg anymore...

So, to encourage the greatest participation, just build a jeep or something from a jeep kit. (Modelfy rules apply: there has to be at least one part that is recognizable as being from the original kit.) I'll have tres cheap awards for the best Jeep (and/or amphibious military Jeeps, stock, military conversion, or civilian conversion), and best Modelfy Jeep conversion. Winners will be decided by an august board of judges at the next IPMS Seattle Spring Show in (fingers crossed) 2022.



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### Reminder - Covid-19 Requirements for Monthly IPMS Meeting

Changes in the King County Covid-19 regulations now require that all attendees show proof of vaccination (or a negative test result no older than 72 hours). So **PLEASE** take a picture of your card, or make a copy (or get a test) and present it with any picture ID so we can dispense with this requirement quickly and efficiently upon entry to North Bellevue Community Center.

Masks will also be required.

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## IPMS Seattle Dues

Your IPMS Seattle renewal form is included below. Dues will be **\$15**, which includes monthly e-mail delivery of the newsletter. Because of the disruption caused by the pandemic, we have changed the former January-December dues year to August-July. You can renew by writing a check to IPMS Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting, where Club Treasurer Fuzhou Hu will be happy to assist you.

### IPMS Seattle Dues

**Remit \$15 to:**  
**IPMS Seattle**  
**c/o Fuzhou Hu**  
**19012 3rd Dr SE**  
**Bothell, WA 98012**

Full Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone (Area Code) ( \_\_\_\_\_ ) \_\_\_\_\_

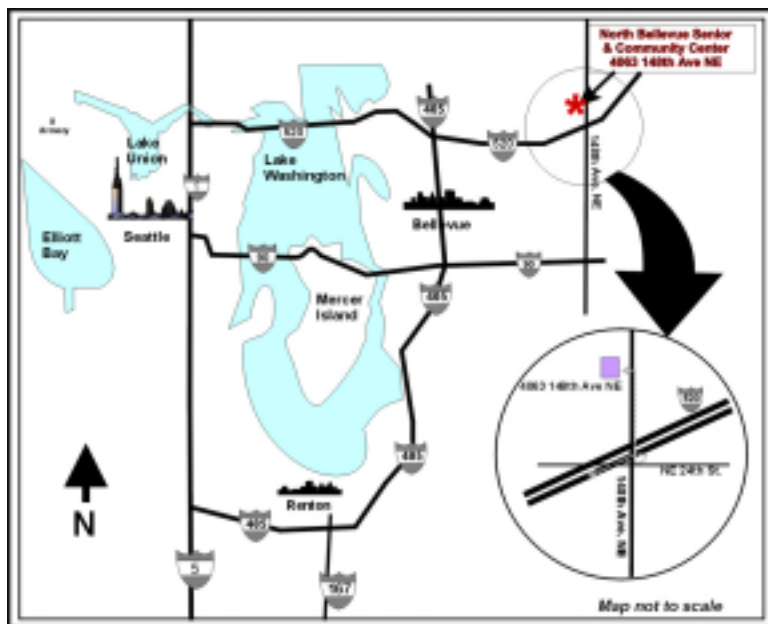
E-mail address \_\_\_\_\_

☐ Please do NOT release my e-mail and phone information for distributed club rosters.

## Meeting Reminder

## December 11

## 10:30 AM to 1:30 PM



### North Bellevue Community/Senior Center 4063 -148th Ave NE, Bellevue

**Directions to NBCSC:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

Please see page 15 for meeting Covid-19 requirements.