



Seattle Chapter News

Seattle Chapter IPMS/USA **January 2021**



Tips on Working with Photoetch

December was certainly different this year, as we expected it would be. We had a big Zoom session where 26 members discussed images of 158 different models they've completed since the beginning of the pandemic. By popular demand, we'll be featuring a similar 'show and tell' at each of our future Saturday Meeting Zoom sessions, including the one this coming Saturday – just send your (.jpg) pictures directly to **ModelerEric@Comcast.Net** beforehand so I can organize them in time for the meeting. Make sure to give each image a filename that starts with your name. Size doesn't matter.

That's about as much as I can promise until things start opening up, unfortunately. The same goes for our annual Spring Show, which is looking more and more like April of 2022. Maybe we'll be able to find a way to run the show sooner. Now on to something more interesting...

A few new things I've learned about working with photoetch...

While several armor kit manufacturers have earned a reputation for stuffing their kits with photoetch, I was ill-prepared for what I found when I started building my 1/350th scale U.S.S. Wasp Marine Assault Carrier. The truth is, modelers who build steel-navy ships have forgotten more about using photoetch than I have ever learned building armor. Word.

Let's face it, photoetch makes or breaks a steel-navy ship model. You might (initially) be attracted to a ship model by its big guns, or perhaps a detailed flight deck, or even the nice lines of a large man-o-war, but it will be the PE that will produce the 'whoa!' factor. My ship is literally buried in the stuff, and either I had to learn a great deal more about photoetch, or retreat back to the safe harbor of armor. Along the way, I found some new products and techniques that I hope will help others.



Bending hardware: Years ago, I spent a lot of money on various bending tools from The Small Shop and similar vendors. I have totally replaced their function with about \$10 worth of smooth-faced pliers from JoAnn (see image). The key is that the surfaces are smooth and the edges are squared off. I use a long, needle-nosed pair and a shorter, squared-end pair. Since changing over, I have yet to pick up my \$60 Small Shop tool once. The pliers are easier to manage, hold tight, and are capable of the complex bends prevalent with PE on ships.

In This Issue

Italeri M4A2 Sherman	3
Ammo Ultra Glue	7
Last Flight of the Silver Stars	8
AModel DH Gypsy Moth	10
Tamiya JGSDF MCV	14
FM Bell X-2	16
The Westland Lysander	18
We're Almost There!	20
Meeting/Show Information	20

continued on page 19

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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 2021 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

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Italeri 1/35th Scale M4A2 Sherman U.S. Marine Corps

by Blaine Singleton

This kit is a re-release from an older one by Italeri. What has changed is the decal sheet. The kit is an easy build in one of four different versions, and I have chosen to model the Marine Corps Pelielu Island from August 1944.

The contents of the kit are on five olive green styrene sprues. Also included in the box are a set of rubber tracks, a piece of plastic mesh for the deep wading tank screens, and decals for four schemes. There are evident sink marks throughout, mostly in places that would not be normally seen.

The kit instructions are a large booklet with nine steps to complete the model. The ninth step shows assembly and application of the deep wading vents for one of the versions.

The four versions of the model are:

M4A2 Sherman, "Red Bug", 4th Tank Battalion, USMC, Iwo Jima, February 1945 with the wading vents.

Version B: M4A3 Sherman, "Clod Hopper", 4th Tank Battalion, USMC, C Company, Iwo Jima, February 1945

Version C: M4A2 Sherman, "Caesar", 2nd Tank Battalion, USMC, C Company, Pelielu Island, August 1944

Version D: M4A3 Sherman, "Blackjack", 4th Tank Battalion, B Company, USMC, Iwo Jima, February 1945

The instruction booklet was divided into nine steps of clearly marked parts. At the end of the instruction booklet there were painting and decal application illustrations for the different versions of the tank.

Building the Model: The first step was deciding the version of tank you wanted to build. There was an insert for the engine deck cut out to make an A or C version. The conversion from the kit body was basically cutting out and replacing engine cover grills. I chose not to change anything on the engine deck.



Next was the chassis for the tank. The model gives you two types of road wheels - either wheels with a spoke or a solid dish wheel. Each bogie and suspension unit (there are three on the left and three on the right) has ten parts for assembly and the instructions allow for intermixing of the wheel types. These units were easily built.

Turret construction was next, and I wanted to give the turret a casting construction look so I thinned some Tamiya putty with Tamiya glue and applied that mix to the turret with a stippling

technique using a stiff brush. The turret construction was straight forward and easily accomplished. The main gun has a seam down the middle of it, so care is needed to file the seam and keep the gun's round shape. For the commander's view ports in the cupola I painted light gray then used MMP 65 Gloss Sea Blue thinned with 90% thinner and after that was dry, filled the areas with Future to give them a glass look.

The remainder of assembly was to add hand tools, lights and framing around the lights.

As I said earlier, the final step of assembly would be the wading vents attached to the back of the body if you wanted to build that version.

The tracks were glued with C/A and sprayed with flat black Krylon primer then covered with Tamiya TS-80 flat clear then weathered with track wash and earth and desert pigments.

To prime this model, I decided to use Krylon color maxx paint and primer in flat black. I covered the model with about eight quick sprays from the can. Initially when the primer is applied the finish does not look all that great but wait a couple of hours and the primer shrinks as it dries to expose the slightest of details and looks fantastic. The can I use is enough to prime ten different 1/35th models and can be purchased at hardware stores for \$4.00 a can. The primer applied with this product makes quick work of getting your models primed providing an excellent base for future layers of acrylic or lacquer paint and no airbrush cleaning needed.

Black priming the tank gives a shadow effect to recessed areas of the tank and makes painting the rubber on the road wheels easy. Any overspray of the base coat on the road wheels rubber portion that will not have road dust can easily be removed.

I applied Mission Models Paint number 21 US Army OD faded 2 as an overall coat. Then I sprayed Mission Models 26 US Army OD to the bottom areas of the turret and the lower side of the body to give a shaded effect. Once the paint had dried, I lightened the MMP 21 paint with 20 percent MMP 1 white and shot that through a Scotch Bright scouring pad to give a faded mottled look to the overall paint scheme. Then I applied the paint to "high-light" areas on the top of the turret, and various places on the body.

When all the paint had dried. I applied a filter of light green over all the model to blend the colors applied so far. The filter was made with Abteilung 502 Olive Green with 10% 502 Buff. When the filter had dried it was time for a pin wash made from 502 Burnt Umber and 502 Shadow Brown.

For paint chipping I used Mission Models Paint black, brown, and red. That mixed color was applied to areas susceptible to chipping on the real vehicle via foam pad pieces dipped in the paint. The foam was dabbed on a paper towel to remove most of the paint, then applied to the model. The Sherman did not have very many paint chips on it.

Oil paint highlights: Again, I used Abteilung 502 paints Light Green, Dark Green, Blue and Buff to apply a dot filter to the tank and then blended the colors. Vertical brush strokes on the sides, a stippling motion on all the horizontal surfaces.



For the tools with wooden handles I painted them with MMP 38 Desert Tan and when that was dry, I applied Tamiya panel liner Dark Brown to give a wood appearance. The Metal tools were painted with MMM 002 Cold Rolled Steel.

After applying the decals, I applied a clear coat over the whole model. I used Mission Models Semi-Gloss Clear MMA 005, 30% Clear 70% thinner sprayed in light coats to give the model an even coating and covering the decals.

Shadow effect: I applied some 502 Engine Grease oil on a paper towel to remove some of the carrier oil and dry the color. I then applied some of the oil to a brush and wiped almost all off the oil color off the brush. I was then able to apply shadow and stain marks to the model using the dry brush method applying very little oil paint each time to the areas I wanted to darken.

Rain Wash: I made the rain streaks from a mixture of MMP MMP44 British Light Stone and MMP37 IDF Sand Gray Thinned 90% with MMP Thinner. That was brushed on the sides of the tank body in a streaking vertical motion.

Highlighting some areas of sharp angles on the model was done with graphite pencil to give it a metalized look.

I used Vallejo pigments Light Dust and European Dust to the running gear and fender areas to give a dusty look to the model. I applied the pigments quite heavily then came back four different times to remove layers of the pigments and get to the amount of dust I was looking for.

The final addition to the model was mud splatters, this used again my rain wash mixture to wet a brush and flick it off my brush using a toothpick applied mostly to the running gear, rear of the body and on the engine deck.

I used Tamiya TS-80 flat clear to cover the model and take the shiny sheen off it. When that was dry, I came back in a few small areas with the faded MMP 21 and sprayed some of the base coat to give a varied sheen overall.

This is a good basic level model to start modelling Armor. It goes together fast and easy with a little clean-up of the parts and the quicker the build, the quicker to the painting and weathering stage. All armor builders will eventually build a Sherman, this could be that kit.

Thank you to MRC and IPMS for the opportunity to build and review this model.





New 'Weapon' for our 'Arsenals': AMMO Ultra Glue!

by Eric Christianson and other NorthWest Scale Modelers; compiled by Scott H. Kruize

Eric Christianson alerted us about Something New, pointing out that on YouTube, there's a short video (<https://www.youtube.com/watch?v=Nplp0E2y7Rk>):

...showing how to use this new glue from Ammo/Mig. This is the stuff that I have been using for my photo-etch for about two months now, and it rocks. Similar to Gators Grip (It's probably the same formula, copied), Ammo Ultra Glue should NOT be mistaken for Elmer's at all. It has a real tacky strength that grabs and holds on to plastic and Photo Etch, big time. Yet, it can be cleaned up (or removed) with water.

Highly recommended!

Bill Huffman: How does it perform over paint? (maybe I do clear parts wrong...but I paint the sills then add the clear parts with the canopy structure pre-painted...)

EC: Yes – always paint the sills (and don't forget the edges of the clear plastic!) first.

Just as you would expect – it is really just a white glue on steroids, but not a miracle worker. If the paint is not secure on the surface of the model, then neither will be the glue. That said, I am using this on painted 1/350 PE railings and it holds like a muther. Once dry, it is crystal clear, and literally disappears. While I would still use diluted Elmer's for landscaping and ground cover, this stuff has replaced SuperGlue, for me.

Martin Paietta: What is the tool that is used in to put the clear part in? And what do other people use besides some tape or their fingers?

BH: I have Woodland Scenics Foam Tack Glue which has that nice tacky-ness to it, but it's highly viscous and does not flow at all. Yes, adding water will help it level, but the MIG just might be the grab and go that I'd like to have at the ready.

EC: I've only heard it called a boogystick, which I am pretty sure it NOT what the official name is. I have one, but the 'sticky' has long since left the business end of it. Needless to say, I just wash my hands and do it manually, but I guess you could create a similar tool from a variety of sources. I am sure Mig/Ammo/AKI still sells them. But they go bad quickly!

Jacob Russell: Where did you guys find this glue locally, Hobbytown USA, Skyway Model Shop or?

EC: I got my bottle for free at the Nationals, from the Squadron booth, so I guessing they sell it for sure. Mig/Ammo/AKI is too expensive to ship (Spain), but, you also might try Skyway – and I know Skyway has Gator's Grip, which is very similar, as I said.

JR: I asked because my instinct was to go directly to eBay, but Ammo Ultra Glue seemed to only be available from the UK.

I hadn't considered Squadron...

Terry Moore: Cool! A reason to head off to the local hobby emporium!



Last Flight of the Silver Stars

by Jim Bates (Photos by Jim Bates unless otherwise noted)

On a crisp, but CAVU, Friday morning in December the last two working Canadair Silver Stars in the United States conducted their final “official” flight before retirement. (The National Research Council Canada (NRC) still operates Canadair built T-33 C-FSKH for various flight test programs.) The flight, done to commemorate the Silver Star’s long careers with Boeing, departed Boeing Field on December 4, 2020, to make a formation fly-past of Paine Field before returning back to Boeing Field.

Boeing started operating the Canadian built CL-30 Silver Star in 1976, mostly for sensor and missile guidance testing, but more recently the aircraft were used as chase planes for airliner test-flights. The two T-33s which appear in the background of many flight test photos of the 767, 777, and 787 were later supplemented in flight test operations by two supersonic Northrop T-38 Talons. Unfortunately, all good things must come to an end and it was the difficulty of sourcing ejection seat rocket motors that led to Boeing retiring the T-33s in 2020. But Boeing will stay in the vintage jet business, replacing the two T-birds with a pair of Douglas TA-4 Skyhawks in the near future.



The “Red Bird” (N109X) was built as c/n T-33-298 by Canadair at the Cartierville Airport, in Quebec, being taken on strength by the Royal Canadian Air Force in May 1954 as a Silver Star 3PT (pilot trainer) RCAF serial no. 21298. The jet was only operated by the RCAF for ten years; being struck off strength in May of 1964. During its time with the RCAF, it was flown by 104 KU (Communication Flight) at RCAF St. Hubert, Quebec, and then placed in storage with 6 RD at RCAF Mountainview. The aircraft was sold to Warren Speed Shop of Toronto in 1965 and given the Canadian civil registration CF-SJZ. Not long after, it moved to the United States and was assigned the US registration N109X, passing through owners such as Omni Investment Corp, Aeronautical Specialties, Flight Test Research, and Wally McDonnell. Purchased by Boeing on March 10, 1976, the “Red Bird” was originally used for ALCM cruise missile guidance system testing, often operated at low level to simulate cruise missile flight profiles. Along with the “Blue Bird”, the “Red Bird” was transferred from the Boeing Equipment Holding Company to Boeing Logistics Spares Inc. on November 16, 2000. *Photo middle right: James Craik collection; photo bottom right: Geoffrey Rowe collection via Comox Air Force Museum.*



The “Blue Bird” (N416X) was built by Canadair as c/n T-33-369 and was taken on strength by the RCAF during August 1954 with RCAF serial no. 21369. Also a Silver Star 3PT, it was operated by 3 Advanced Flying School to train RCAF and NATO pilots, landing gear up at RCAF Gimli, Manitoba, on June 5, 1956. Repaired by Northwest Industries of Edmonton, Alberta, it returned to service with 4 Advanced Flying School at RCAF MacDonald, Manitoba, and then moved on to 2 AFS at RCAF Portage la Prairie,



Manitoba. It was struck off strength by the Canadian Armed Forces on November 10, 1970 and placed in storage in Saskatoon, Saskatchewan. During 1973, it was sold to Leroy Penhall/Fighter Imports in the US and registered as N12416. In 1972 it was sold to Ed Fisher and then to Boeing on April 18, 1980. The "Blue Bird" was purchased for use in testing anti-tank missile sensors and then moved over to the civil chase plane side of the company. Boeing had the N number changed to N416X on February 11, 2000 and it too was transferred from Boeing Equipment Holding Company to Boeing Logistics Spares Inc on November 16, 2000.

No final decision has been made regarding the final disposition of the T-33s, but it is planned that they will be donated to Museums.

Special thanks to Jeff Rankin-Lowe and Pat Martin for assistance with the aircraft histories.



AModel 1/72nd Scale deHavilland 60G Gipsy Moth: Hey: For An AModel, Not Too Bad! GAAAH!!

by **Scott H. Kruize**

My wife Sandra brought home from the library *The Socrates Express*. In our current time, the book's author, Eric Weiner, traveled around, mostly by train, to visit sites where famous philosophers lived and worked. Each chapter describes how a particular philosopher guides us in the Now: how to perceive ourselves, relate to the world, appreciate what our senses bring us. How to enjoy life and deal with adversity; ethics of right and wrong and our place in Society and in Creation. I read the book myself, and got more out of it than earlier classes I took, and classic philosophy books I read. Those took a lot of mental effort to comprehend more obscure philosophical observations, arguments, and analyses.

Strange to relate: all those famous philosophers never even once mention model building in their musings and admonishments. But with our worldly sophistication, we modelers can easily extrapolate and apply to our hobby any nuggets of wisdom and insight they may have had.

Take the concept of Freedom, for example. I like to think I model what I like, when I like, as I like. But that is self-delusional: nearly every time a new Exhibit is planned for Museum of Flight patrons to view, in the paired display cases by the Cafe, I somehow wind up building something for it. Nor have my protestations of not being a clone of Bill Osborn had any practical effect. The Learjet ambulance build for the 'Search and Rescue' display, and now this Gipsy Moth for 'Women in Aviation', are AModels@!

Be that all as it may, I obtained the models from eBay providers. Both arrived safely, well packed, after a reasonable transit time, at a reasonable price. The first thing I did in each case was to open the box, snip open the sealed inner plastic bags, and with my MicroMark@ cutting tweezers, free the fuselage halves so I could hold them together. Disciple of BillO I may inadvertently have become – but no way would I try the kind of surgeries he routinely does, to somehow join fuselage sides of unmatched length.

Not to worry, though: neither model had any such flaw. It may be that AModel has gotten over early teething troubles...or possibly their designers and mold makers are approaching a desirable skill level.

Not to say I encountered no snags with the Moth. Early on, you have to fit into the cockpit area the floorboard, after attaching tandem seats. No can do! However much I fussed, I could not get this assembly of three superficially simple parts to fit together such that they'd fit between the fuselage halves, while supporting the seats neatly up against the cockpit coamings.

I ended up trimming both seats a bit, then gluing them to the right fuselage half. Only after could that floorboard be fitted and the left fuselage half closed around everything. There were few (three?) locating pin/socket pairs along the whole length of the fuselage halves. Those few weren't out of alignment with each other – a good thing – but there just weren't enough to establish good alignment. I applied Testors@ so-called liquid cement – which is far from runny, having a bit of body to make it sit in place. Then holding the fuselage halves together, they were bound top and bottom, all along the length, with stretched segments of Tamiya@ masking tape. A clamp held the very end of the fuselage. This all dried down fine, again requiring no putty at all.

Fitting tail feathers was no problem, nor was aligning them with the lower wing after its installation into the fuselage's recess. A bit of trim sanding was needed on the lower wing's center section and the recess, but once together, no filler was needed.

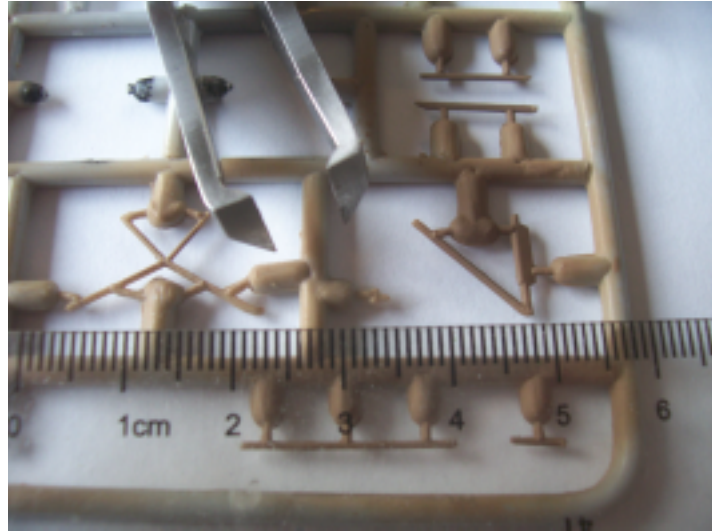
It came time for the strutwork. Here serious difficulties began.



Many members of our own modeling group have admitted they don't do biplanes and other early aircraft, specifically and solely because of the need to fit delicate struts and rigging. Can't blame them; the process is inherently fussy.

Permit a short side trip before the build description resumes. Prodded by our late great colleague Stephen Tontoni, I bought MicroMark® cutting tweezers – and wondered ever since how I ever got along without them. I wrote an article for this newsletter, in which I described how it permitted me to safely clip free strutwork from the sprues of Eduard® 1/48th scale Great War fighters. I'm glad these cutting tweezers permit such fine work...and have to say that I'm frustrated when I encounter molded styrene pieces which are too fine even for these.

These 1/72nd scale strut moldings fall into the set of what I regard as unworkable. The interplane struts were perfectly fine. But the tail skid, horizontal tail plane braces, cabane struts, and landing gear components, were all too fine for me to safely clip from their sprues, however careful I was. You can see in one close-up the alternate landing gear parts. Gipsy Moths were made with two entirely different main landing gear arrangements, and both are included in the kit.



I think likely it was our Prez who suggested that a light touch with a scalpel – and a brand-new blade – could safely cut free even the most delicate of parts. I tried this after I broke the first cabane struts 'V' with the MicroMark, but the scalpel did no better. Of course, this could all mean that I'm simply too ham-fisted to work on structures this small and delicate. More power to those of you who can!

But I couldn't sit around and brood about my modeling inadequacies. The build had to be completed. My fallback in awkward cases like this is wire: measuring and clipping lengths of fine soft wire as substitutes. I've stripped electrical and Ethernet cabling for the fine strands within, adding these to three gauges of floral wire acquired while working back at Pacific Rim Import Corporation.

On the Gipsy Moth, the cabane arrangement is a single strut aft, and an inverted 'V' forward, on each fuselage side, going up to the upper wing's center section. The latter's four attachment points had to be drilled deeper than the molding's shallow dimples. The six attachments to the fuselage were also drilled, all the way through the molded dimples so that over-length wires could be inserted through, then adjusted for height before being superglued in place.

On this particular Moth variant, the landing gear has left and right V-struts tapering down to support the single straight axle. This axle was cut from 59-thousandths floral wire; all the other lengths from 14-thou soft electrical wire. These were also assembled into drilled-through holes so height adjustments could be made before final gluing. The rear legs of the landing gear – sorry! 'alighting gear' in jolly old England! – 'V' struts were then fitted with paper fairings to simulate streamlined shock absorbers.

The wires took both superglue and acrylic paint readily. The results wouldn't survive examination under a jeweler's loupe...but who's going to bring one to bear over the Cafe's display cases?

Not quite done: the plane had to be rigged. The box art pic should be clear enough to show the interplane rigging, and the very conspicuous control cabling that leads from under the cockpit floor back to control horns on both sides of the elevator and rudder. All these I did with 1kg-test fishing leader. Maxima of Germany made this "line that fools fish", tinted neutral dark, shiny in air. [Whatever fish think of it in water, I think it's just visible enough to be reasonably convincing.]

Lengths were either tied off around strut ends, set into deeply re-drilled dimples, or wherever possible, fed through drilled-out holes. The trick is always to get everything even and snug, before



applying the tiniest droplet of superglue, followed by an equally tiny droplet of CA accelerator.

I use CA, a.k.a. superglue, as primary bonding agent with both balsa and styrene kit parts. I only ever accelerate the bond on plastic models while rigging, or making filler. I recommend against accelerating CA for any other reason, because acceleration softens it. Even giving it time to reach its fully set hardness, it will never be as hard as being left alone to set at its own regular rate. To the contrary: besides softness, acceleration promotes brittleness.

After all the basic acrylic painting was done and allowed to dry thoroughly, the decals were set over puddles of Future*, with more Future dabbed over them. After a short few minutes for saturation, the excess was blotted out of the decal and off the surface. Even though the U.K. civil registration numbers were spaced along relatively long stretches of clear film, none showed visually once everything had dried down. There's no sign of silvering whatsoever.

[You worldly modelers readily realize that the exclamation in my title doesn't actually signal distress at doing this build, but is an attempt at a gag...]

I have every confidence that this model will look fine in the display case...that the display case will fill up – in time – with Morgan's selections for 'Women in Aviation'...that Museum of Flight patrons will soon be able to go safely in numbers to all the exhibits. I have every confidence that we modelers will cling to our low-tech safety protocols for a little while longer...as long as it's necessary, before we're all vaccinated and the Pandemic crisis passed. We will be able to get together again and enjoy our hobby in each other's company, much as we did before. That our efforts would make a good additional chapter to a philosophy book like *Socrates Express* I'm further confident this will all happen fairly soon, but that we will not lower our guard until then. Happy New Year to all of you: it's going to be a night-and-day improvement over this last year.

*Look for names constructed of words like Johnson & Johnson Pledge Revive It Floor Care Gloss Acrylic Wax Finish Original Formula

The Socrates Express Copyright 2020 by Eric Weiner and Avid Reader Press of New York. 330 pages





Amy Johnson died in a flying accident in bad weather over the Thames Estuary 80 years ago this month. Here she is in happier times in her de Havilland Gipsy Moth "Jason", in which she became the first woman to fly solo from England to Australia. Source: The Daily Herald Collection at the National Media Museum, Bradford



Tamiya 1/48th Scale JGSDF Maneuver Combat Vehicle

by Gary Meinert

The Japan Ground Self Defense Force is in the process of replacing some of its tanks with the Type 16 Maneuver Combat Vehicle. The MCV offers tank-level fire power with superior mobility. It can be quickly transported by air to the outer islands along with elements of the rapid deployment force. (Think: Have Gun... Will Travel.)

This model was a pleasure to build, thanks to Tamiya's excellent engineering. Parts fit was almost perfect everywhere. The only small glitch was in the machine gun on top of the turret. The ammo box interferes with the gun movement going down, so I left the gun in the high-angle position.

I built the model straight-from-the-box. I wanted to add radio antenna wires, but the antenna base parts are too small to allow holes to be drilled for this purpose. The tiny orange lights and reflectors were punched from decals with my mini punch & die set. Square lights were also cut from decals in my stash.

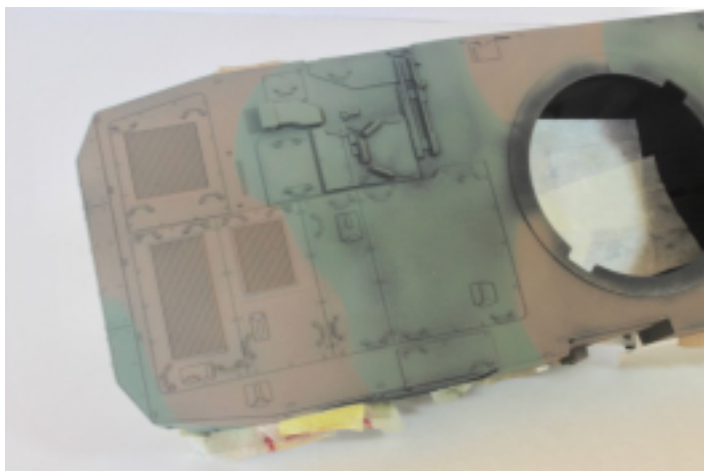
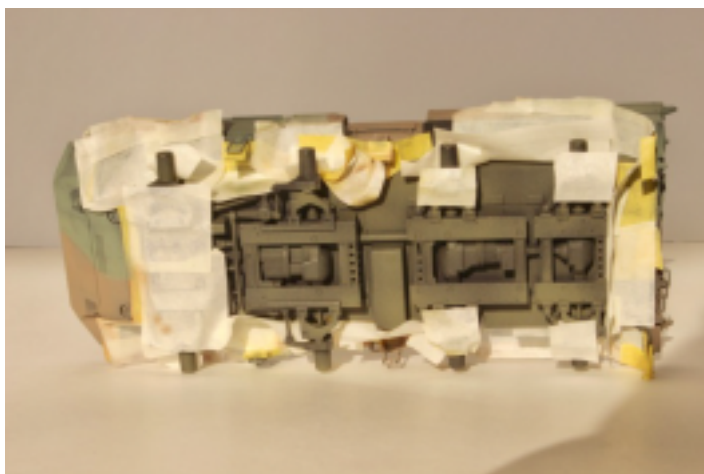
I dislike vinyl tires, but the vinyl tires in this kit had no raised molding lines or other annoying imperfections to remove. They are also not nearly as shiny as the vinyl tires in some kits. After a thorough cleaning, I sprayed the tires with Vallejo flat clear to cut the shine even more.

The paint phase of the project began with a base coat of flat-black enamel over the entire model. This was followed by a mist of Model Master Olive Drab enamel in the vehicle underside.

Tamiya JGSDF Brown and Green paints were used for the camouflage colors. A clear coat of Future was then sprayed on as a base for the kit decals. I applied some Humbrol enamel wash into the recessed surface lines. Humbrol dry brushing was done on some of the tiny raised details, but this disappeared after my final Vallejo flat clear coat. In retrospect, I should have used even lighter shades for the dry-brushing.

A pine base from a craft store was primed with black rattle-can enamel. This was followed by an application of Krylon stone paint on the top and sides of the base. Next, I spread a layer of wet Celluclay on the base top. Water-based brown paint was later brushed onto the dry Celluclay.

My favorite dirt for models is from the Arizona Rock & Mineral Company, and I have several varieties of this fine product. I sprinkled Earth-color dirt over white glue to make a simple landscape surface for my base. The final step was to carefully brush some MMP Medium Earth weathering powder on the MCV tire tread surfaces. Each of the eight wheels fits into a slight depression in the Celluclay and is attached with white glue.





Fonderie Miniatures 1/48th Scale Bell X-2

by Jeff Smith

This is the Fonderie Miniatures 1/48th scale Bell X-2 limited run kit. When it was initially released this kit went for around 60 dollars. I passed and many years later a fellow modeler had one that he had started for sale at Hyperscale's Plane Trading for 10 dollars and I bit. He had glued the fuselage halves together and so I couldn't really do much with the cockpit. Also he had glued the wing and horizontal stab halves together. Not a real big deal. Anyone who has built one of this company's kits to completion is definitely entitled to the patience of Job award. It looks great parked next to the Collectaire X-15.

The pilot figure is from the Monogram F-86 kit. The goggles are scratch built. The "chief" test pilot, a Major Everest's ground crew painted his helmet with feathers to represent a chief's war bonnet. I tried to replicate that by hand painting. I hope everyone enjoys the build.





The Westland Lysander: A Technical Guide, by Richard A. Franks

reviewed by Robert Allen

Most books covering military aircraft deal with fighters or bombers, but aircraft that served in less glamorous roles can be just as interesting. That's certainly true of Teddy Petter's Westland Lysander, which was designed as an Army Co-Operation aircraft, and which operated in that role during the Battle of France, but which also saw use in the Air-Sea Rescue role, and, most famously, as a Special Duties aircraft carrying personnel in and out of enemy territory in both western Europe and the CBI. Richard Franks' excellent new book from Valiant Wings Publishing in the Airframe Detail series provides a mountain of information on the aircraft itself, its camouflage and markings, and the units that operated it.

It's important to note what this book is not, and that's indicated by the subtitle, *A Technical Guide*. This isn't a detailed narrative of the Lysander's specific operations; there are no interviews with pilots or agents describing spy drops or other missions. This is very much a reference guide, covering the various parts of the airframe in detail, and its markings, with a short history of its operational use.

That history covers page 5 to 24 of the book's 114 pages, and looks at the Lysander's development, its test and experimental versions, and the units it served with, not only with the British RAF and FAA, but also the air forces of Canada (where it was also built), India, Ireland, Finland, Portugal, France, Egypt, Turkey, and the United States.

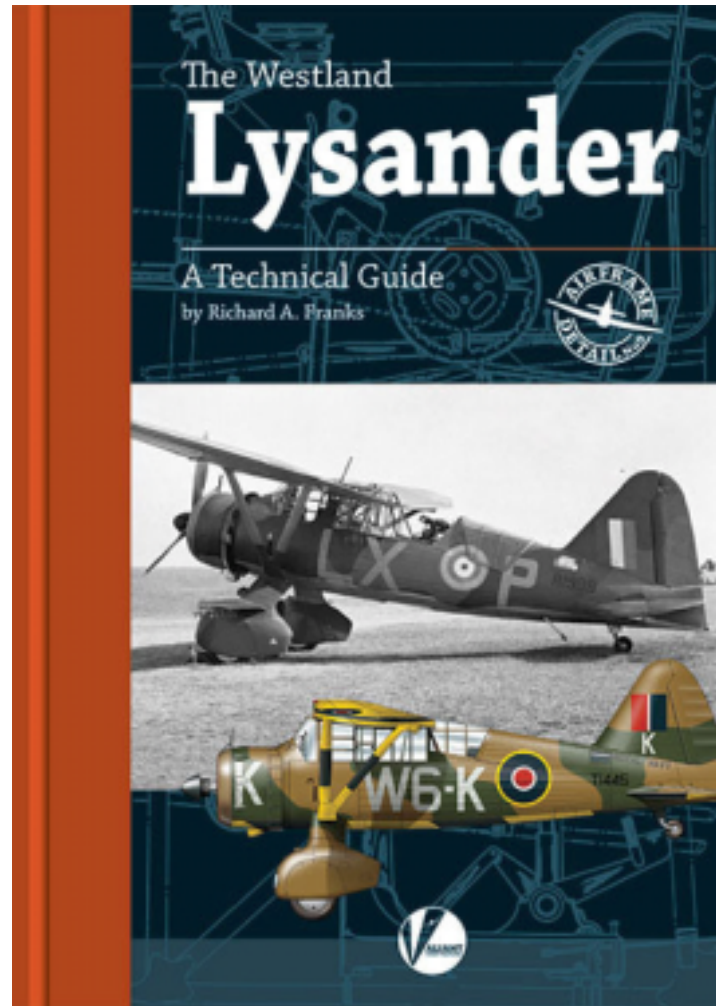
The second part of the book, covering pages 25 to 72, covers in great detail the airframe, engine, and equipment of the Lysander, and is profusely illustrated with both period photos and drawings, and ones, often in color, of restored examples.

The next part, pages 73 to 96, covers Camouflage and Markings, and features many excellent color profiles by Richard J. Caruana. The Lizzie appeared in a variety of interesting schemes – Night/White undersurfaces, Invasion stripes, black and yellow target tug stripes, etc. and all are shown. The coverage of foreign air forces in this section is excellent. Yes, you can build one with US insignia, should you choose.

Pages 97 to 103 are a build article on the new 1/72nd scale Dora Wings Lysander Mk.III kit, written by Libor Jekl. This is well illustrated, and the finished model looks great, although the kit is more than a little fiddly, and Jekl advises you to ignore the kit instructions and follow a different sequence when building and fitting the engine. Anyone who is planning to build the kit might do well to read this before they start.

The appendices cover the various kits, accessories and decals, and books about the Lysander, and the volume concludes with a list of all units that operated the type, with dates and locations.

The overall result is a useful guide to the Lysander, very much presented with the modeler in mind. The quality of the paper is excellent, and the reproduction of the photos and profiles is exceptional. I'd unreservedly recommend this book to anyone wanting a detailed technical reference on the type, and to anyone who wishes to model one.



Tips on Working With Photoetch

from page 1

Knife and Cutting Surface: After much experimentation, I have found that using an Xacto #10 curved blade on a LARGE piece of very hard, black plastic (found at TAP plastics) works the best. A glass surface tends to dull my blades prematurely, and the cuts in the plastic can easily be sanded out, if necessary. Also, the black background color tends to make the process of cutting right on the edge of the pieces easier, without leaving nubs that would need sanding off. This is especially important with ship railings.

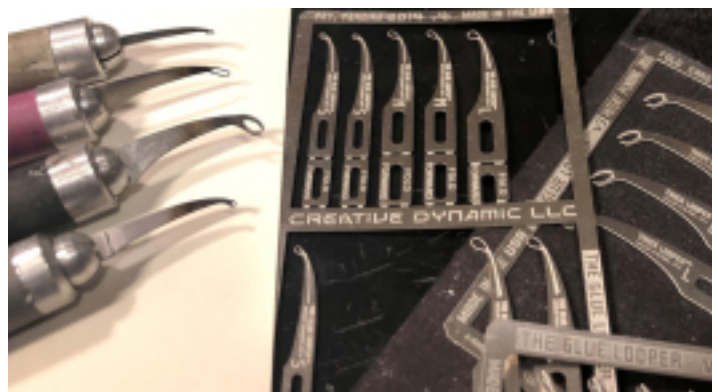
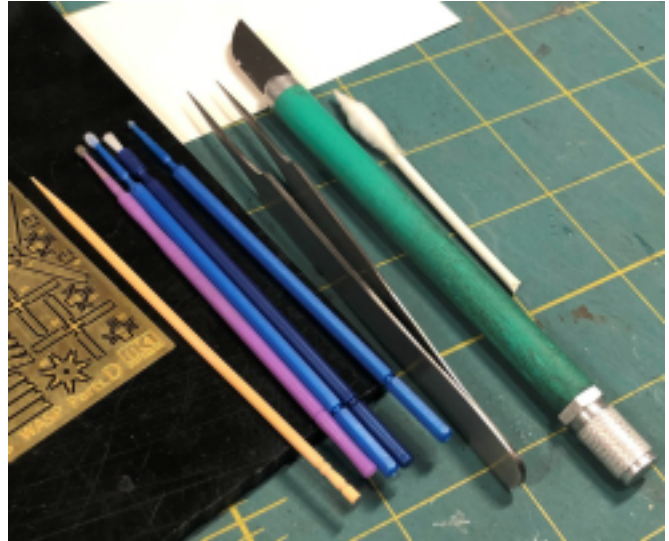
Adhesives: There will always be a time and place for using CA glue with photoetch, but there are new products that have replaced that tricky, and often infuriating, approach to attaching PE to a model (and only the model). A few years ago, a guy down in the South found the right mix of ‘horse nose and alligator toes’, coming up with an acrylic white glue ‘on steroids’ (gatorsmask.com). Unlike CA glue, this thick, acrylic formula is super tacky at first touch – meaning you can put a small smear on a surface, press a ship railing into the smear, and then do the same at the other end, relying on the various finishing coats of paint and varnish to hold everything else in place. If you make a mistake, you can easily clean it up, or remove the glue completely with a damp Q-tip. Ammo Products by Mig has come out with a similar product called Ultra Glue – they both work the same, and have become a game-changer in the PE world. [See page 7 -ED]

Applicators: I use two kinds of adhesives, so the type of applicator I use depends on what glue I am using. For CA glue, nothing will beat the various tools sold under the title ‘Glue Looper’ (creativodynamicllc.com). In my opinion, if you swear by using a home-made tool, such as a ‘dowel-and-cut-needle’ type of applicator, you haven’t yet tried a Glue Looper. Similar idea, totally different experience. Simply drag the looper through a drop of CA glue on a CD (or similar surface) and touch it to the part being glued and you’ll understand. The Loopers come in different sizes depending on the type of CA glue you are using and the application. The tough, steel tips can be chucked into standard Xacto handles and cleaned by exposing them to open flame. The ends on my loopers are still the original ones I bought several years ago.

For the other type of adhesive (an enhanced, acrylic ‘white’ glue), I use one of several different tools (or a toothpick), again, depending on the application. I can easily wipe the excess glue off the tool using a wet paper towel or Q-tip. Do not use your tongue, as this stuff is not Elmer’s!

And that’s it. You may surely do things differently with PE, and that’s great – you’re getting it done! These materials and techniques work best for me.

Eric



We're Almost There!

by Scott H. Kruize

We're almost there.

Since at least March, we've been aware of the terrible danger from those blindly malevolent specks. Our evasion of the danger has been firmly based on our normal prudent sense of self preservation...augmented in two ways by inherent modeling-community specifics:

- As modelers, we're used to seeking out legitimate sources of good information. Witness our bookshelves, our magazine subscriptions, our ongoing e-mail exchanges, our tight grip on libraries and the Internet. With help from these, our modeling gets better with each build, as each of us culls out technical and historical knowledge we need. From this mindset, it took never more than a slight change of focus, to learn whatever we needed to know about Covid-19 and how to evade its dangers. There's solid information Out There, from people who know what they're about...as opposed to utter nonsense...and even destructive hysteria...on many social media sites. We can tell the difference!
- Perhaps more than our beloved friends-and-relations, we're deeply ingrained in preserving our own lives, defying even mortality charts demographers and insurance actuaries compile so diligently. Their numbers may work fine for everyone else...but we're not everyone else. WE have stashes! How – even in theory – could we possibly contemplate not doing them justice...how possibly refrain from deliberate preservation of our mortal lives?

I warned my wife, shortly after we met, that if she was going to be serious about me, she'd have to accept that she'd be stuck with me for a very long time: modelers are long-lived, and that's not happenstance or coincidental. It's purposeful!

Those annoying but effective low-tech avoidance protocols have served us since early last year, and still do. We stopped getting together in person, substituting Zoom sessions for physical proximity and increasing our exchanges of e-mails and Skype- and smartphone-calls. Weary we may be about missing our meetings and events at the Bellevue Community Center and the Museum of Flight, but we're not about to let up now and give into letting the virus have free rein.

Now here we are in the New Year. Covid tests are increasingly available, and vaccinations have already begun. Soon – we're not sure exactly when, but soon – we'll be safely rearmed and able to be around our fellow members and everybody else. We can stick to our masked, prudent, minimum six-feet-apart separations a little while longer – while we stay in touch, work at our obligatory one-square-foot build areas, and with cheery optimism, keep in mind:

We're Almost There!

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.

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.