



Seattle Chapter News

Seattle Chapter IPMS/USA November 2021



Old School is Still Cool – Pin Washes and Dry Brushing

Hi all! I hope that everyone is looking forward to a 'normal' meeting...that is without dozens of boxes of free kits, for a change. This means that if you have been waiting to sell some of your own stuff, you can bring it in on Saturday and not be marginalized by all the chaos.

There is one more item, and it is very important. 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 the community center. Please contact me directly for the complete text of the edict from the King County, the City of Bellevue, and the North Bellevue Community Center, if you need to see it. And yes, even though all attendees will be vaccinated, this is still a mask event, like always. Those are the rules folks; we didn't make them, but we're going to follow them so we can have a safe and fun meeting.

On to modeling! Old school is still cool, I say, at least as far as weathering models goes. There are two techniques that go back so far that we generally assume everyone is hip to them by now; applying a dark pin-wash followed by dry brushing to 'pop' the detail on models. It's easy to forget that there are members who are new to modeling, or simply too young to remember these techniques championed by the likes of Shep Paine and Francois Verlinden. So, don your way-back helmet and join me in revisiting these two tried-and-true techniques.

In order to create depth in the painted surface of a model, and highlight detail (called 'pop'ing), two simple techniques used to rule: A dark pin wash; made of thinned paint, usually enamel but also oils and even acrylics, and dry-brushing; which involves dragging a brush over protruding detail to leave behind trace amounts of paint (enamels and oils work best, here). The wash darkens the background around the detail, and the dry brushing accentuates the detail itself. Once completed, the detail 'pops' out, creating the effect desired.

A red sable brush with long, thin bristles is best to use for pin washes because the sable can hold a surprising amount of paint, and the small tip helps to place the paint exactly where you want it. The paint is thinned about 20/80, paint-to-thinner, and applied to a glossy surface so it flows around protruding detail, along panel lines and into pits and recessed areas. Since the surface is glossy, you have time to correct any overflows and tidemarks with a clean brush slightly moist with thinner. The best pin-wash colors to use are dark versions of the base color, or very dark colors (dark brown, black, dark grey, etc.) within the same color spectrum as the base coat (sometimes referred to as complementary or analogous colors). Let everything dry to the touch before moving on to the second step of the process.

A long-bristled flat or filbert synthetic brush works best for dry-brushing. The synthetic bristles resist clumping (since they don't hold paint as well as sable brushes), which is what you want for dry-brushing. My personal paint preference here is oils from a tube, which I have applied to a piece of fibrous cardboard to leach out as much of the linseed oil as possible – I let a 'smear' sit on the cardboard for at least 30 minutes before I start. Enamels are easier to use, but don't cover as evenly as oils when dry-brushed, in my opinion. Which brings us to the definition of the odd combination of words 'dry-brushing'. The idea is to leave as little paint as possible on the brush before starting. You do this by loading up the brush with paint, and then brushing it back and forth on a paper towel or similar material until almost all of the paint is off the brush. Then, with a quick 'fanning' motion, the brush is run back and forth over the protruding objects on the surface of the model. You just want to barely touch the surfaces with the brush. The long bristles leave behind trace-amounts of the paint that will highlight the tiniest detail when done properly. If you see streaks of paint, you still have too much paint on your brush. The best dry-brush colors to use are either lighter versions of the base color, or very light colors (white, bone, yellow, light grey, light blue, etc.) within the same color spectrum as the base coat.

That's essentially it. Time permitting, I will be demonstrating these two techniques at this Saturday's meeting, for those who are interested.

Thanks, and Model On!

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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.

November 13

January 15, 2022 (third Saturday)

December 11

February 8, 2022

IPMS/USA MEMBERSHIP FORM			
IPMS No.: _____		Name: _____	
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Phone: _____		E-mail: _____	
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Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<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			
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Tamiya 1/48th Scale Grumman F-14A Tomcat (Late Model)

by Bob LaBouy

This model kit recreates the Grumman F-14A Tomcat. The F-14A Tomcat U.S. Navy Fighter is famous for being the first mass-production and the most-produced model among the F-14 series. This kit realistically depicts the F-14A Tomcat (Late Model) - in service from the late 1980s to the early 2000s- with wings featuring separate flaps and slats. The kit includes one crew figure and paper flight deck sheet for use on a super realistic diorama set.



- 1/48 scale plastic model assembly kit of the Grumman F-14A Tomcat (Late model). Fuselage length: 398mm, Wingspan: 408mm.
- Features fixed depiction of variable sweep wing supported by a single-piece part.
- The kit depicts wings with deployed flaps and slats which can be attached to wing by support parts (NOTE: This model CANNOT depict wing at neutral position).
- The catapult shuttle and one-piece holdback bar with its nose landing gear realistically depict the F-14A taking off from the carrier deck.
- New nose landing gear part with retracted "kneeling" shock absorber recreates the F-14A's takeoff stance.
- Features detailed sections such as telephoto camera pod, AAX-1 TCS, ALR-45 radar warning antenna under wing, and four Mk. 82 low-drag general-purpose bombs (LDGP, 500 pound) for realistic look.
- A realistically recreated cockpit depicts late model ejector seat cushions, instrument panel and side console panels.
- Includes the catapult officer (called "Shooter" who gives the OK for the operator to release the shuttle) figure and paper flight deck sheet.
- Comes with four marking options: two for F-14As from the VF-32 "Swordsmen" and one VF-211 "Fighting Checkmates", plus one VF-154 "Black Knights".

I found most of this kit to be quite different from the Tamiya F-14D which I previously built. There are several key differences, including the basic wing structure and positioning of the wings, which must be in the outward, straight wing configuration. As usual, it comes in a large, heavy box with several optional parts, mostly due to the various weapons and underwing stores available for the F-14A. You will also notice that the original 2016 copyright date is shown on the lower fuselage half. While you might initially think 'what could there be different' in only five years, it soon becomes evident that is largely a different F-14. What could be different one might ask?

This is one seriously impressive kit! I am very impressed with most of the surface detail, including the raised details, rivets, etc. The overall attention to detail and fitting is outstanding. The instructions are also clearly printed in color to further delineate the assembly steps, parts, and their relationship to one another and have been clearly updated for this 'late model'. Another plus with this kit (as in any of the more recent Tamiya kits) is the thoughtful design process which allows for the numerous attachment points to consistently remain 'behind' where the sprue tree attachment points are. What I am trying to say is that Tamiya has placed the vast majority of the attachment points where they are not visible when the model is completed.

The importance of carefully following the actual kit instructions cannot be overstated. I have noticed in several reviews where the reviewer failed to follow the step outlined by Tamiya and then they had to 'make things' work, sometimes with not so pleasing results. Tamiya is not new to the instruction process—pay heed. I also fell prey to several 'obvious short cuts' and soon regretted those missteps.

You should also note that this kit provides multiple options in both the markings as well as the parts necessary to build the four aircraft. These decisions should best be made at the earliest point as one begins the assembly of the kit.

Talk about multiple parts! There are numerous aspects where you need to pay special attention to kit instructions—these include the large number of weapon options, underwing stores, LANTIRN targeting and TARPS pods, ‘dumb’ and smart LGBs, several kinds of missiles, different wheels and varied pylons.

For example, when fitting the two-part nose gear doors together, the drawings are accurate and yet I had mistakenly placed the four pieces together incorrectly and found the parts mismatched. Hence the importance of dry fitting these parts, prior to gluing and carefully watching the instruction detailed drawings. I found in every instance, there were drawing details illustrating the correct positioning for a part.

On the top surface, I found the mating of the two fuselage parts, in step #14 was uneven any way I tried to place them together. I solved this dilemma cutting one of the small tabs off, allowing me to use some of the Tamiya ‘quick setting’ ‘extra thin’ liquid cement (lime colored lid top, #87182) to ‘tack weld’ the joint in several places. This ultra-fast setting of the parts worked and finally the seams look like the prototype aircraft top.

Construction required only a minimal amount of sanding and clean-up. I found one very small amount of flash which a small sanding stick easily removed.

I also spent some time trying to visualize the leading and trailing edge slats and flaps. Each wing requires a delicate amount of glue and careful attention to its painting. I found that I had to initially paint the exterior gull grey, then paint the red for the interior areas followed by some more grey to ensure that the colors fully covered each flap and slat as illustrated on the instruction steps.

Another note about the importance of dry fitting on the Tamiya kit. Most of the parts have only one correct way to install them. If you find that the fit doesn’t quite look or fit in the way the instruction sheet shows—it’s probably not correctly mated to the other part(s). As an example: the main gear wheels have a disjointed fit if installed on the incorrect side and you’ll quickly see the error in the application. Overall, when dry fitting, if it doesn’t look quite right, you’re probably not putting the parts correctly.

I chose to use the AK Real Colors acrylic lacquer paints and briefly experimented while using Vallejo surface primer on the base and then with the Real Color acrylic lacquer (which is a new reasonably new product for me, and I am rapidly become a fan of). The result of my highly unscientific experiment impressed me and led me to believe these acrylic lacquer paints do not need to be primed first (saving an entire preliminary step required with the acrylic paints) and mark I eyeballs indicates the colors are very accurate.

The overall aircraft is painted in Light Gull Grey, FS 16440 AK Real Color #RC220. The wheel wells were painted in Insignia White, FS 17875, AK Real Color #RC223. The gear doors were edged in acrylic Model Master Red #MMP-003.

I did use some very small brush touch ups with Mission Models acrylic paint (primarily around the cockpit area) and Vallejo Metal colors—both of which spray and lay down in my experience beautifully. Another Mission paint I always use is their Worn Black Grey Tires/Camo (#MMP-105) which when hand-brushed provides a tire-like look when painting my tires.

I used Tamiya’s Mark Fit (#87135) and my ‘go to’ elixir Walthers Solvaset (#904-470) for all decal setting required. My final finishing consists of Alclad Aqua Gloss Clear (ALC 600), followed by decals, and finally another covering coat of Testor’s Dullcoat (#1160). A side note about the Alclad Aqua Coat: more than one modeler has said they didn’t use it because it looks ‘cloudy’ in the bottle. Trust me, it dries very quickly and clear as a bell.

I use another favorite Vallejo Acrylic Metal Color to pick out the metallic colors around the exhaust pieces and the oleo places on the main and nose gear areas (Aluminum #’s 77.701 and Jet Exhaust 77.713).

What little wash applied was done using highly thinned Winsor & Newton Burnt Sienna (#074) or 502 Abteilung Basic Earth (#Ab093).

As an extra, added aspect, I was able to add “1/48 Scale Grumman F-14 Tomcat Detail Up Parts Set”, Item 12693. This photo etch set contains the added photoetched parts to complement and complete the F-14A, F-14B, and F-14D. There three major components to this set (a) the rear-view mirrors for the canopy (for two aircraft), (b) the alpha nose probe (again for two aircraft) and (c) the seatbelts for each of the major Tomcat versions (the seat harnesses are different in each of these variants). A previous version of this small set was issued in 2017 as # MA-48014.

I find that the best approach in using any photo etch pieces is to lay down a primer coat or layer first. I normally use Alclad II Lacquer (#ALC 306 or Grey #ALC 302), which dries very fast and provides a good working base for subsequent painting. With the very small surfaces involved with these PE parts, I hand painted each part. I find there are two approaches to the 'gluing': I use Bob Smith Industries Extra Thick 10-25 Second Cyanoacrylate glue (#BSI-135H) (red label) where a strong join is necessary and Mig Acrylic Ultra Glue (#A.Mig-2031) for the small mirrors.

I primed these parts on both sides, covering the mirror surfaces with a bit of masking tape to provide for a shiny mirror-like appearance. I allowed a day to pass and then overpainted the seat belt surfaces to approximate the colors called out on the painting guide.

Another interesting note: when accessing the web site for this set, it contains a note stating: 'This product is not currently available for purchase'. Even more to the point this identical note is found when one attempts to order the underlying F-14A kit. You are to consult "your local Hobby Store or Request Availability Notification" where one hopes to learn where you might find this aftermarket set or the base kit itself.

There are a wide variety of decals to complete whichever paint scheme you choose, including the four squadrons mentioned from the Tamiya sheets. The colors on these Tamiya decals are all accurate to my eyes, with no registration overlaps or errors. I used several of these decals in this build and found they went down easily and dried with almost no evidence of clear film around the edges. The missile decals which I used will try your patience—they are numerous, small and require quite a lot of time. Frankly they just about drove me over the edge!

One of the several decals from the Tamiya sheets were the upper and lower wing striations. These are the visible marks left from the wing's retraction into the high-speed maneuvers. These decals are a great addition to the upper and lower wing root surfaces.

While not really a decal, Tamiya has long utilized a thin plastic mask which has you trim to the desired shape and press into place. These masks aren't laser cut although they require only several minutes to cut around the outline shape and then to press into the desired location. While more labor intensive and somewhat frustrating, I find this masking process easy to follow and straight forward in their application.

While I looked over the field of available decals, my final choice was to go with the Zotz F-14A decals for the VF-111 Sundowners (#48024). While this sheet is no longer in production (and sometimes found on eBay, there are several other manufacturers' depicting these similar markings. I have also included scans from these four sheets as well. The one drawback is the fit to the kit. This decal sheet is not perfect, as the Tamiya kit's physical dimensions (most notably the rudder surfaces) is ever so slightly different requiring some trimming modification to the Zotz decals. I also noticed the lettering for 'Miss Molly' is black and I found several reference photos leading me to question if it shouldn't be a dark navy blue?

In addition to the 23-page instruction booklet, Tamiya has included a short synopsis outlining the history of the F-14 Tomcat, and a full color set of large drawings to illustrate each of the four marking sets included in the kit.

This kit has been a pleasure to build, with the very high degree of detail, exceptional attention to engineering and fit of the parts themselves. As you build this F-14 kit, you must ask the question, why another Tomcat, which has now been built in at least four or five different scales, many different markings, and multiple versions? As you complete the kit the answer is staring you in the face.

With its exceptional planning and engineering, this Tamiya product has been as well planned and clearly set a high bar for their hallmark perfection. The assembly fits in every dimension and you ask why haven't the other manufacturers built to the same quality level? With the numerous kits on the market today, one wonders.

It has truly been a pleasure to build and complete. It is well engineered, the instructions thoughtfully laid-out and should not prove a difficult build for a wide range of modelers, from the beginners to the more experienced. Once again, I applaud the Tamiya company for this kit and their efforts on our behalf.

I am most appreciative for the opportunity to build this kit and want to thank Tamiya America and IPMS-USA for the opportunity to build this kit.







Build Session Encounter

by Scott H. Kruize

Things are a bit odd right now...not that any of you don't realize that. It's the Pandemic and its on-again, off-again, fits-and-starts lurching towards 'normal', however we think of it. Our politics and everything related are in dispute and disarray. Even the weather seems off, related – we suppose – to Climate Change. And a related distraction is Halloween, with doubt about how the traditional rituals – during a weird enough holiday in regular time...which this isn't...might play out...

I was at a build session...in person, not 'virtual' like we've been doing for so long. I can't remember whose house it was at, but there were about six attending altogether, gathered around a long table with our model kit parts laid out, being worked on while we engaged in wide-ranging conversation...some about modeling.

I got up from the table to go and fetch something...a tool, a part missing from my work area, or maybe a glass of ice water. Coming back, I found the group around the worktable had been joined by Jim Schubert. All were listening to him attentively as he went into finer points about aspects of the builds we were engaged in.

It made me pause, to ponder how odd this was. After a moment, I reflected about how we invoke him whenever we spin the prop on a completed model on the Show-&-Tell table, smiling to remember how no one else would ever put such effort into perfecting a Christmas tree ornament. We think of Ted Holowchuk as we paint, of Stephen Tontoni while rigging a model, or trying some other new building technique or procedure, as he encouraged us to do. We think of them all as looking over us from afar...at least sending encouraging 'vibes' our way. Why wouldn't Jim come and join the current work session?

So I composed my face into a nice smile, and resumed my walk back towards the table. A few steps, not quite there...I woke up.

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.

2022 NorthWest Scale Modelers Show: Save the Dates!

by Tim Nelson

It's been a rough 1.5 years of quarantine, cancelled shows, and limited social interaction. But the sun is slowly rising and modeling events are returning! With that in mind, mark your calendars now for the big NorthWest Scale Modelers Show at The Museum of Flight, a spectacular exhibition of modeling in the coolest setting imaginable. Show dates are Presidents Day weekend, Saturday and Sunday, February 19-20. Block out both days, right now.

The Museum has expressed excitement at the return of this great show, but there will remain some uncertainty about the nature and scope of this event until we get to mid-February. COVID-19 unfortunately remains a threat, and we can count on continued countermeasures to mitigate risks. As of October 25 and until further notice, The Museum of Flight is enforcing the King County vaccine mandate, which entails either proof of vaccination status or a very recent negative COVID test - this screening applies to anyone wishing to enter Museum grounds.

Despite any temporary changes, as always the centerpiece of the show will be the exhibition of YOUR models in the MoF Great Gallery. This is a showcase of all aspects and skill levels of scale modeling. Longtime, stalwart exhibitors and first-timers are all welcome. Museum of Flight admission is FREE for exhibiting modelers. This show is a pure exhibition, not a contest - you will not have to judge or be judged, so come enjoy a relaxing weekend immersed in your favorite hobby. Although the main model show is organized simply by modeler, we will have a special group display: The Vought F-8 Crusader (loosely organized by Jim Bates & Neil Makar). We'll have lots of informative seminars and plenty of working tables for on-site modeling. In conjunction with the Museum, we will work hard to create a safe environment for participants and attendees.

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



Hauler 1/72nd Scale Fuel Drums

by Blaine Singleton

Hauler is known as a supplier of high-quality detail parts for aircraft, as well as other subjects. Once painted the fuel barrels provide a very nice addition to any diorama.

Package Contents: Two sets of resin containing the fuel barrels, with each set containing six barrels.

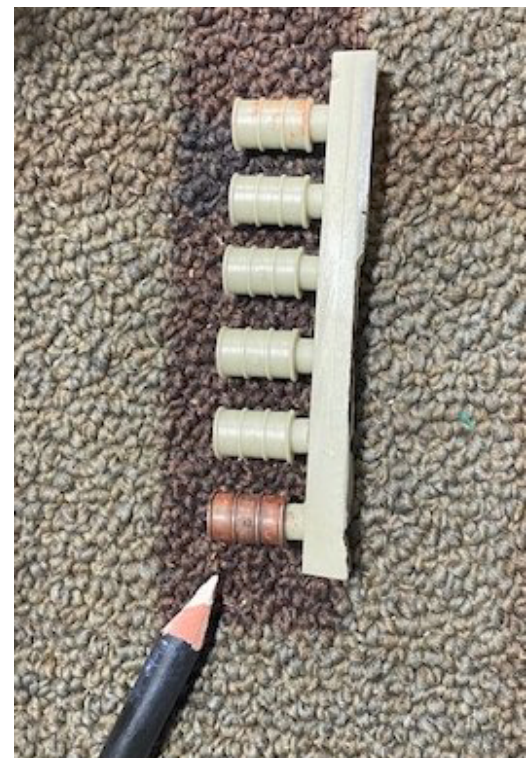
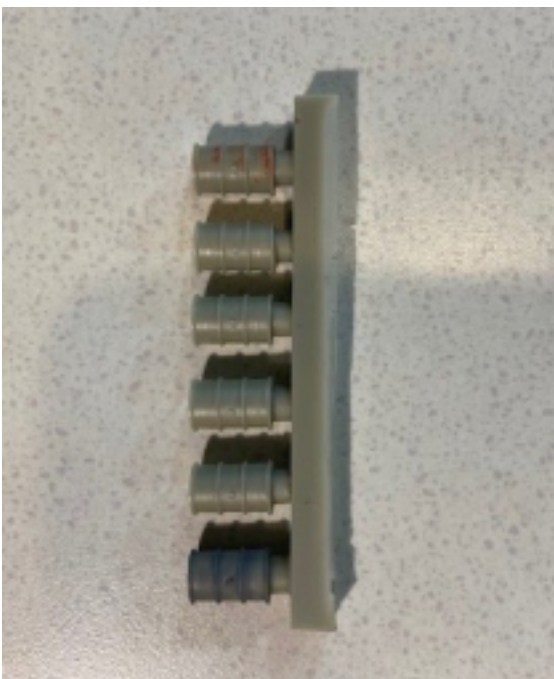
Instructions: The barrels are molded in resin and there are no instructions contained or needed in the kit.

The first thing I did was to wash the resin barrels in soapy water to remove any residue that may be on the pieces. I decided for ease of handling that I would leave the barrels on their resin sprue.

I started painting the barrels by first applying Stynlreyz, light gray. I then decided that I would “paint” the barrels with AK weathering pencils.

Next after the primer had dried over night, I applied AK pencil color of Dark Rust, after that blended some light rust color and then used some AK pencil white for highlights. After those colors I applied some Tamiya black panel liner to bring out the molded in ribs and filling spouts on the barrel. After the panel liner had dried, I came back with some more light rust and blended it to colors already applied. The last step was to again highlight areas of the barrel with some white pencil.

Thank you to Hauler and IPMS/USA for the opportunity to review this accessory.



Halloween - or Harvest-Moon - Orange Inspire Rebuilds of Classics

by Scott H. Kruize



Without magical clairvoyant powers, I can't look into what fellow modelers are doing, in between such few get-togethers as we've been able to have during the Pandemic. Most of those get-togethers have been virtual. We can't see what's going on in other households during this period of disruption and lockdowns...lockdowns not just physical, but psychological.

Nevertheless, I stand by my assertion that modelers are never at a loss, never without purpose, and certainly never bored. Our stashes physically represent the near-infinite mental lists we carry around of all the projects we'll do someday, as time progresses. As I warned Sandra, when we got married, having such limitless plans gives motivation and purpose to modelers, such that they live a very long time, and die only reluctantly, protesting at the end, "I can't leave yet: I've got PROJECTS!" [Proofreading the prior line, my wife says that sounds remarkably like gardeners...of which she is one. It would seem our race to the other side of the grass will be extensively prolonged.]

Certainly there's none of the folderal I learned of, studying life expectancy and longevity as part of insurance business work. Specifically, no modeler ever retires from the 9-to-5 routine, plants himself in front of the TV, and dies six months later.

It's hardly masterful analysis to say now of a form of therapy to cope with soggy Pandemic-lockdown days. It's the same kind of behavior I've engaged in since late childhood: quiet time at my work area. Enjoying as I do a variety of modeling projects, I recently returned to making traditional balsa stick-and-tissue rubber-powered Free Flight models. The local SeaTac Community Center allows masked, social-distanced indoor flying Friday mornings. An opportunity to git outta the house and put something into the air there...

This Phantom Flash replica is a one-fourth-larger recreation of the original 1937 Comet® Kit A1. Ever since, this classic remains popular among Free Flight builders and fliers. Comet went out of business long ago, but if seeing it inspires you now, and you're not into scratch building as I am, be aware that a new company kits it. A Web query will take you to it. Its modern laser-cutting will be a vast improvement on the original printwood, or later die-cut ('die-mashed').

Way Back When, in my early teens, I tried building Comet scale models. I can remember starting - but never completing - a P-40, Douglas SBD Dauntless, and Supermarine Spitfire. Various problems stalled those builds short of flyability. I did finish a large P-51 Mustang, with retractable gear, even! But the single flight attempt was in my backyard...and after a 10-foot stagger through the air, the crash broke the airframe far beyond my poor ability to fix it.

Disappointment at those attempts is worsened by knowing that if only I had tried building that 1937 kit, I might've actually gotten some passable flights in. But I never saw it back in the early 60s. At the Thunderbird Drug Store, and the two local department store branches in Lakewood, all they had in the way of so-called 'flyable' balsa models were those balsa-stick-and-tissue scale ones. In modern times, I've read comments by skilled balsa FF modelers that - cynically - the kits were only designed to be sold. Inexperienced kid modelers were impressed by the warlike glamour of WWII warplanes on the boxtops, but had little chance of making them flyable. There's no way Now to know if Comet and the other companies putting out such scale models flew them at all. If so, it could only be after building by skillful modelers on their staffs.

The only rubber-powered balsa models I ever got that really flew - if only minimally - were the sheet-balsa snap-together North Pacific planes in bags, available everywhere: the Sleek Streak, Skeeter, and Star Flyer.

Be that as it may, now there are magazine subscriptions, a large bookshelf, and access to the World Wide Web, together providing enough useful information to make built-up stick-and-tissue models fly. Balsa in my stash is an order of magnitude better than anything thrown back Then into boxes marked with a retail price of about a dollar. I have decent tools and adhesives...and that most precious of all modeling resources: patience!

So that scratch-built Phantom Flash, like the other two models here, built easily. All were covered with gift-wrap tissue, way better than all but very expensive Japanese-made craft tissue Way Back Then. I used Avery's® permanent glue stick to apply it, and a light clear acrylic spray to seal and protect it.

The 17-inch span Citabria is from Model Builder plans. The magazine is long gone but plans are available through the AMA.

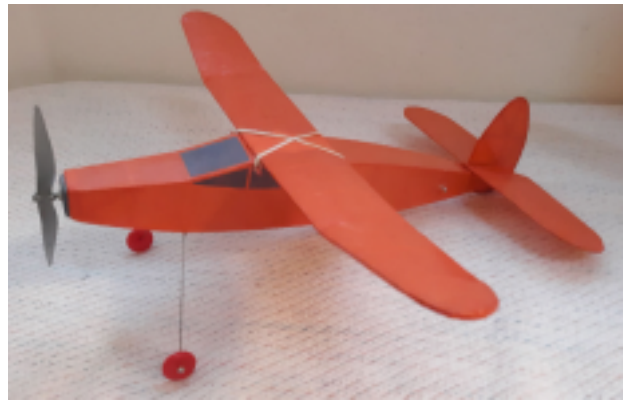
The all-orange Korda Victory is half-scale of the original 1939 Wakefield Trophy winner. Mine goes about a minute flight in the gym...rather less than that 43+ minutes victory!

The three, together, incorporate two concessions to modern times, besides the method of attaching the tissue: the good rubber motors are made from FAI Supply® stock, and the props are Japanese made, from Peck Polymers®.

Wonder of wonders: past my wildest dreams Back Then: they all flew fine!

I suspect a lot of you, like me, succumbed Way Back Then to the drop-dead gorgeous Guillow's World War I and II fighter-plane kit ads. I've built the Focke-Wulf 190, Hawker Hurricane, and Grumman F6F Hellcat, all in the 16-inch-span series, still in production. Some retelling of these is stirring up my mind, so Watch This Space For Developments. For Now - and for the indefinite future, as we cope with the on again/off again, fits-and-starts recovery from Pandemic disruptions, towards 'normal', whatever that may end up meaning - I'm confident that like me, all of you will

Build What You Want, the Way You Want To, and Above All, Have Fun!



Eduard 1/48th Scale Supermarine Spitfire Mk.Ia early ProfiPACK and Overtrees

by Jacob Russell

The Supermarine Spitfire Mk.Ia entered service with the RAF's No.19 Squadron in August of 1938. Supermarine delivered a total of 306 Mk.Ias by September of 1939. The Mk.Ia had wing armament of 8 0.303 in. Browning machine guns. The earliest aircraft had a flat canopy, fixed pitch two-blade propeller and the 1030 hp Rolls-Royce Merlin III V-12. It had a maximum speed of 362 mph, a rate of climb of 2,530 ft. per minute and a range of 395 miles.

This is the ProfiPACK boxing of the new Mk.Ia. It consists of 209 injection molded parts, molded in gray and clear on six sprues. It also includes rice paper masks and a photo etch fret containing 42 parts, some of which are pre-painted. The surface detail of this kit is impressive. The fuselage features a mix of raised rivets and cowlings fasteners while the wings have recessed rivets and panel lines. All surface detail is faithfully executed. The fuselage rivets are spectacular and they will look wonderful under carefully applied camouflage and some discreet weathering. The cockpit is a busy, detailed assembly that uses many of the PE parts. You can choose a decal for the instrument panel or a four-piece plastic and PE "sandwich".



The photo-etch upgrades include a seat harness, rudder pedals, throttle quadrant, head armor, etc.

(The Overtrees boxing of the kit is virtually identical to the ProfiPACK boxing, but it only includes a single pair of fuselage halves, one each two- and three-blade propellers, and no instructions or photo-etched parts. You can download the instructions from the Eduard website).

The two decal sheets (there is a smaller one for air frame stencils) are comprehensive and include seven different decal options:

"Red 19", K9797, No. 19 Squadron, RAF Duxford, Cambridgeshire, Great Britain, October 1938. This plane was painted in Dark Earth and Dark Green over Silver with a black two-bladed prop and spinner. The canopy and pitot tube were the early variants.

"WZ-S", No. 19 Squadron, RAF Duxford, Cambridgeshire, Great Britain, early 1939. This Mk.Ia was painted in Dark Earth and Dark Green over Silver with a black two-bladed prop and spinner with the early "flat" canopy and pitot tube. The Yellow roundel borders were over painted with the camouflage colors.

"DL-N", K9848, No. 54 Squadron, Hornchurch, Essex, Great Britain, early 1940. This Mk.Ia was painted in Dark Earth and Dark Green with a black two-pitch, three-bladed de Havilland prop and spinner. The canopy and pitot tube were the early variants. The Yellow outer roundel borders were over painted with the camouflage colors. The port wing was White and the starboard Night (Black). The forward and aft lower fuselage were Silver.

"SD-H", K9938, No. 72 Squadron, Church Fenton, North Yorkshire, Great Britain, April 1939. K9938 was Dark Earth and Dark Green with a black two-pitch, three-bladed de Havilland prop and spinner with the early canopy and pitot tube. The port wing was White and the starboard Night (Black). The forward and aft lower fuselage were Silver and there were no upper wing roundels.

"LO-A", K9962, Squadron Leader Andrew Farquhar. CO of No. 602 Squadron, RAF Abbotsinch, Renfrewshire, Great Britain, May 1939. LO-A was Dark Earth and Dark Green with black two-pitch, three-bladed de Havilland prop and spinner with the "blown" canopy and pitot tube. The port wing and fuselage were White and the starboard Night (Black). The fuselage roundels were quite small and the upper port wing had a gas detector patch.

"PR-O", No. 609 Squadron, Drem, East Lothian, Great Britain, April 1940. PR-O was Dark Earth and Dark Green with black two-pitch, three-bladed de Havilland prop and spinner with the late "blown" canopy and armored windscreen. The port wing and fuselage were White and the starboard wing and fuselage were Night (Black). The upper port wing had a gas detector patch. The forward and aft lower fuselage were Silver.

"LO-B", No. 602 Squadron, Drem, East Lothian, Great Britain, May 1939. LO-B was Dark Earth and Dark Green with black two-pitch, three-bladed de Havilland prop and spinner with the late "blown" canopy and armored windscreen. The port lower wing and fuselage were White and the starboard lower wing and fuselage were Night (Black). The upper starboard wing had a gas detector patch. The plane did not have an aerial mast.

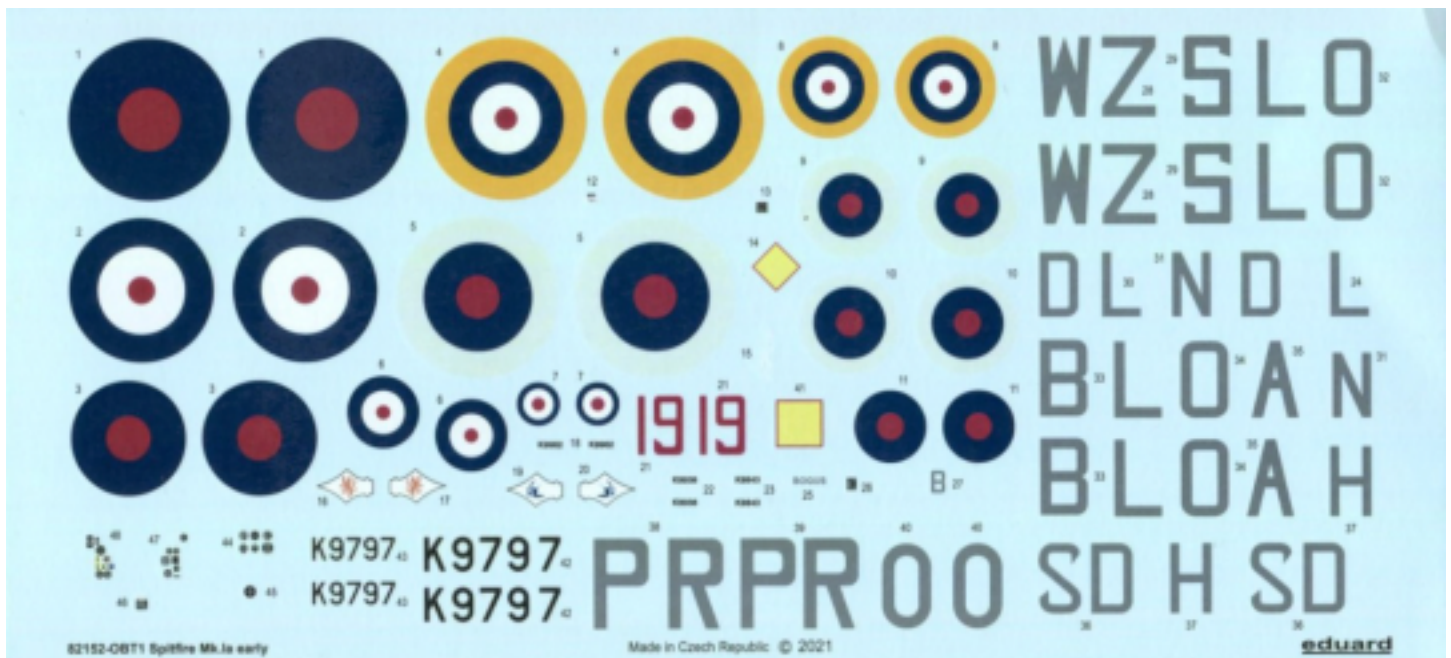
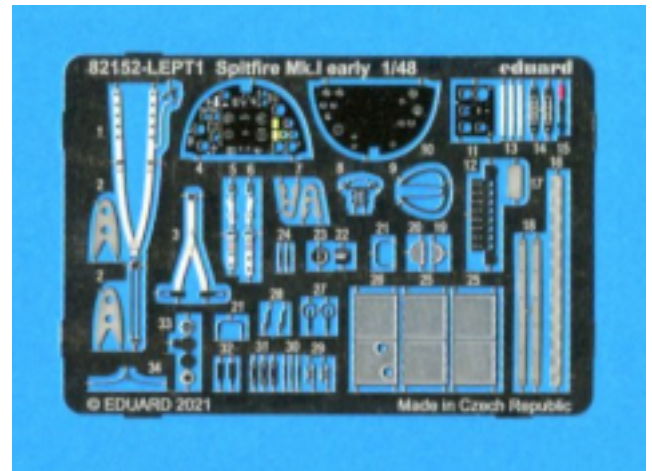
Eduard's instructions are well laid out. They include a parts map, a well-illustrated assembly sequence, seven color profiles and a stencil application guide. Color call outs are for GSI Creos (Gunze) Acqueos and Mr. Color and Mission Models paints. This is a first class product.

This is a superb kit. It's accurate and well detailed right out of the box and if so inclined, you can choose from Eduard's numerous photo-etched and Brassin enhancements. I recommend this kit, and I would like to thank Eduard for providing the review sample.

References

Modeler's Datafile 3: The Supermarine Spitfire, Part 1: Merlin Powered, by Robert Humphries, SAM Publications, 2000

Spitfire in action, Aircraft No.39, by Jerry Scutts, Squadron/Signal Publications, 1980



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 November 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) (_____) _____

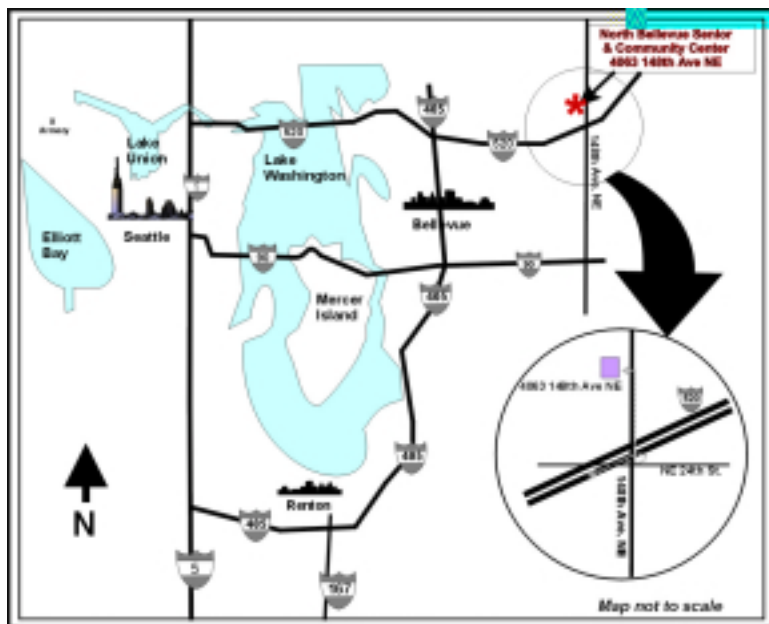
E-mail address _____

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

Meeting Reminder

November 13

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 9 for meeting Covid-19 requirements.