



Seattle Chapter News

Seattle Chapter IPMS/USA February 2022



Back on Track - What An Upcoming Model Show Can Do For the Soul...

Perhaps for the last time (!) we find ourselves without an in-person meeting venue again this month. No matter; as before, I will be sending out a Zoom invite to all members this Friday, to meet on Saturday during our normal meeting hours (friends are welcome too!).

If you have a model that you would like to show the group, please send me your images by Friday night, and make sure to send them as attachments; please do not imbed them in the e-mail. And send them to me directly at **ModelerEric@Comcast.Net**.

Now, that said – I find myself feverishly motivated to finish some projects. Not the slow-burn enthusiasm I feel by showing my models in a Zoom session, or even at the show-and-tell portion of our general face-to-face meetings. But the exhilarating rush of exhibiting my work to the public at a real model show.

I'm talking about the annual display of thousands of models at the Museum of Flight by our sister club, the Northwest Scale Modelers (NWSM) group (which is open to all).

Taking place over President's Day Weekend (February 19/20), this show is a must-attend event – especially considering that it is the only gig in town for modelers these days. What the NWSM show lacks in vendors and competition, it more than makes up for in modeling seminars, working tables, and the ability to simply display your work for all to enjoy without any pressure, inside a world class aircraft Museum.

Modelers will be able to bring their models into the museum on Friday afternoon to set everything up, and then return Saturday morning for two full days of modeling at working tables in and around the main gallery. Museum entry is free to modelers with something (anything) to display, and attendees can choose from a variety of things to do; model away at a table while talking with the public, learn a variety of modeling tricks and techniques at the (free) seminars, explore the museum's exhibits, or even take a break and head over to nearby Skyway Model Shop to take advantage of Emil's big NWSM Weekend Sale. More information about all of this will be posted by Tim Nelson as we get closer to the event. But as of now, the show is OFFICIALLY on (with masks and proof of vaccination) and it looks like that status will remain in effect, for good.

Which brings me back to the subject at hand – selecting which projects I think I can finish by the 19th, and then doing everything I can to getting it done. I'll have eight tables of models to show, and I'll be presenting two seminars myself.

So much to do!

For the first time in a long time, I am EXCITED to get to my spray booth!

See you this Saturday at the Zoom meeting, and (hopefully) at the Museum of Flight on February 19 and 20.

Thanks All, and Model On!

Eric



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SEATTLE CHAPTER CONTACTS

President:

Eric Christianson
10014 124th Ave NE
Kirkland, WA 98033
Ph: 425-591-7385
ModelerEric@comcast.net

Vice President:

Terry Moore
7014 Lake Grove St. SW
Lakewood, WA 98499
terryandjill@comcast.net

Treasurer:

Fuzhou Hu
19012 3rd Dr SE
Bothell, WA 98012
Ph: 412-215-7417
fhu.ipms@gmail.com

Show Chair:

Rick Taylor

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. 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 2022 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.

February Meeting Cancelled
April 9

March 12
April 23 Spring Show Cancelled

| IPMS/USA MEMBERSHIP FORM | | | |
|---|--|--------------------------|--|
| IPMS No.: _____ | | Name: _____ | |
| Address: _____ | | City: _____ | |
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| 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 | | | |
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| <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 | | | |
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Newsletter Editor:

Robert Allen
7919 133rd Ave. NE
Redmond, WA, 98052
425-885-3671
baclightning@yahoo.com

NorthWest Scale Modelers Show: February 19-20!

by Tim Nelson

FINALLY, A LOCAL MODEL SHOW! The NorthWest Scale Modelers Show at The Museum of Flight on February 19-20 is fast approaching! It is an opportunity to show off your models, and promote this great hobby, to a very large audience. It's also a chance to bask in a weekend of modeling without judging, being judged, or spending your hard-earned cash on vendor wares you really don't need anyway.

If you have never participated, why not start this year? Celebrate the hobby, enjoy the work of others, chat with your fellow modelers, and learn from an eclectic mix of seminars. This two-day show is a pure exhibition, not a contest, so come enjoy a relaxing weekend immersed in your favorite hobby. Although the main model show is organized simply by modeler, we will have one special group display organized by Jim Bates and Neil Makar: Vought F-8 Crusader. Eric Christianson has curated a variety of cool modeling seminars - teach, learn, discuss (see below for the schedule). There will be ample working tables for the public to see modelers in action; bring projects to work on. Museum admission is FREE all weekend to exhibiting modelers (in other words: BRING MODELS). If the urge to shop overwhelms you, our pal Emil will be hosting a NWSM Show Sale a short trip away at Skyway Model Shop.

With a pandemic still going on, there will be some changes to the working table layout and seminar location to maximize spacing. Ongoing Museum of Flight admission screening protocols are in effect. If you received a show e-mail over the holidays, you'll see a detailed pre-show briefing the weekend of February 12. If this is news, please contact Tim Nelson (e-mail timsan@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com) to ensure you are on the distribution list. See you at the show!

For the latest: www.nwsm.club/events

Seminar Schedule

Saturday, February 19

| Start | Duration | Title and Presenter |
|-------|----------|--|
| 12:00 | 60 min | "Social Media and Scale Modeling" - Jim Bates and Scott Gentry |
| 1:00 | 60 min | "Weathering Scale Armor Models" - John Bonnani |
| 2:30 | 30 min | "Creating custom masks using the Silhouette Cameo" - Tim Nelson |
| 3:00 | 30 min | "How to make teeny tiny things, starting from photos" - Morgan Girling |

Sunday, February 20

| Start | Duration | Title and Presenter |
|-------|----------|---|
| 11:00 | 60 min | "Scratchbuilding Fantasy Subjects" - Steve Hilby |
| 12:00 | 60 min | "Airbrushing 101-909 or How I Learned to Stop Worrying and Love the Airbrush" - John Miller |
| 1:00 | 45 min | "Adding Depth to Finishes with Layered Painting" - Eric Christianson |
| 1:45 | 45 min | "Working with Pigments" - Eric Christianson |
| 2:30 | 30 min | "Building 3D Printed Models" - Rick Taylor |



Model Mania!

February 19-20, 2022 | 10 AM-5 PM

The Museum of Flight



2022 NorthWest Scale Modelers Show

Model Exhibition: Explore the world in miniature! Experience a vast array of scale model aircraft, cars, tanks, ships, figures, sci-fi & more at one of the largest model shows in North America!

(Want to show your models? See reverse for info.)

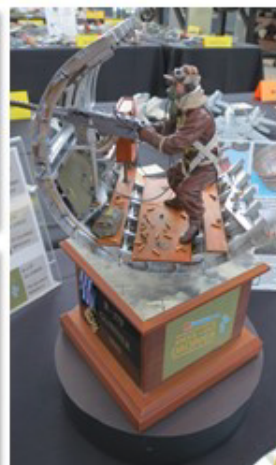
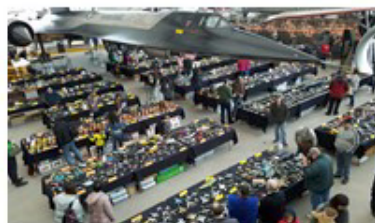
Special Display: We celebrate one of the coolest Cold War era jets in all its forms, the **Vought F-8 Crusader**.

Seminars: Learn about the art and craft of scale modeling! Planned topics (subject to change) include:

- Airbrushing A to Z
- Weathering Techniques
- Armor Modeling Tricks
- New Modeling Products
- (and others...)

AND MORE... Check The Museum of Flight Calendar for updated information!

www.museumofflight.org/Plan-Your-Visit/Calendar-of-Events



Events FREE with Museum admission

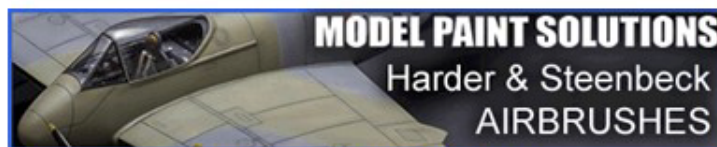
*** All Museum visitor policies will apply ***

Thanks to our supporters:

Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

Presidents Day Weekend Sale! www.skywaymodel.com



www.modelpaintsol.com



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For more information about the show and NorthWest Scale Modelers, visit www.nwsm.club
Questions? Contact Tim Nelson (timsan@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com)



THE MUSEUM OF FLIGHT

Exit 158 off I-5 • Free parking

9404 East Marginal Way, Seattle, Wash. • (206) 764-5720

Open daily 10 AM - 5 PM • www.museumofflight.org



**Oregon Mid-Valley Modelers
and IPMS Salem
Present:**



2022 SPRING FLING SWAP MEET AND CONTEST

MODEL KIT SWAP MEET and PEOPLE'S CHOICE MODEL CONTEST

WHEN — Saturday, March 5, 2022 — 10am–3pm

WHERE — Willamina VFW Post 4211, Willamina, Oregon

(771 NE Main St, Willamina, OR 97396, on south side of Hwy 18 Business Loop — see map at lower right)



*** SWAP MEET ***

This is a one-day indoor event. Vendors may offer any type of models and model-related items such as tools, paints, books, etc. Tables are eight feet long and are \$10 each. Limited space is available, so please sign up early. To register, contact Colin Harmsworth at: harm1730@msn.com or (971) 304-5395. Vendors may begin setting up at 8:30 am on Saturday. If staying overnight, some lodging is available in Willamina, and the Spirit Mountain Casino and Lodge is close by.

*** CONTEST ***

This will be a simple People's Choice contest with two general categories: Civilian and Military, and three awards in each category: Grand Prize and two runner ups. That makes six chances to win, so come bring those Covid builds you've been dying to show off! Anyone may vote: buyers, sellers, displayers, and passers-by. There is no charge to attend the event itself, but if you wish to participate in the contest, there's an entry fee of \$1 per model. We look forward to seeing you!

For More Info:

**www.facebook.com/groups/MidValleyModelers
www.facebook.com/groups/IPMSSalem**

Note: In light of the current pandemic situation, please be aware that neither IPMS/USA nor its Chapters are liable for any potential transmission of illnesses. Those planning to attend this event should (a) follow existing safe social distancing and mask recommendations and (b) abide by any local or state regulations regarding gatherings.



Airfix 1/72nd Scale de Havilland Mosquito B.XVI

by Jim Bates

She's a Beauty. I have to admit it, the Mosquito is the most beautiful twin bomber/fighter-bomber every flown. Heck, it might be the most beautiful piston to take to the air. (Sorry for cheating on you, Spitfire...) My introduction to the Mosquito as a child was the plane on display at the now Canada Aviation and Space Museum in their old World War Two hangars at Rockcliffe, Ontario. (A bomber built in Canada made of wood? Totally cool!) But it wasn't until the late '80s that I got to see Kermit Weeks Mosquito TT.35 in the air. However, more recently I've been obsessed with our local Mosquito Mk. III at Paul Allen's Flying Heritage Collection. It has been so much fun seeing this Mosquito come together and I certainly enjoyed it every time I got to see it in the air. When Airfix announced a new tool 1/72nd Mosquito, I was very excited. Right now, you might be asking..."Hey, Jim, Tamiya has a great Mossie, why are you so excited by this kit?" Well, there is a line in the sand. Almost all 1/72nd Mosquitos have been early Mosquitos with single-stage Merlins, but the later aircraft with twin-stage Merlin Mosquito has only been done in 1/72nd by Matchbox and resin conversions of variable quality. I had high hopes for a nice twin-stage Merlin so I could finally build the famous "F for Freddie".



American aviation fans love to tell the story of the Memphis Belle which ostensibly was the first US bomber to finish 25 missions. But it was a Mosquito that flew the most missions of any Allied bomber. Mosquito B.IX LR503 "F for Freddie" flew a whopping 213 Ops before being sent to Canada. Built in 1943, the Mosquito first served with the Pathfinders of 109 Squadron flying its first Operation on June 21, 1943. In 1944, it was transferred to 105 Squadron, and flew its 100th operation on June 3, 1944. On April 10, 1945, Freddie flew its 213th and last Op and then was flown to Canada for a Victory Bond Drive. Sadly, on May 10, 1945, pilot Maurice Briggs misjudged a low pass in Calgary and hit the steel anemometer tower and flag pole on top of the control tower killing himself and navigator John Baker. It was a tragedy that two highly decorated aviators were killed and such a historic aircraft was destroyed.

If you are in the market for a twin-Merlin Mosquito, I can clearly state this kit is the best in the scale. To be fair, however, lapping a Matchbox kit from 1982 shouldn't be difficult. (One slight benefit of the Matchbox kit is it had options to be built as both a twin-stage night fighter and a bomber.)

The Airfix Mosquito was released in 2020 in the UK but has only recently appeared in the US market. When I heard it was on the shelf at Skyway Model Shop, I just had to have one even after making a New Year's Resolution not to buy a new kit until the Nationals in Omaha.

All the parts are crisply modeled, no flash is featured, and the only sink mark in my sample was right in the center of the pilot. (Poor guy.) However, I would suggest you review your kit before purchase, as a friend picked up a Mosquito in which most of the fuselage was missing due to a short shot. (OK, OK, a mostly mis-molded fuselage doesn't really qualify as a short shot.) Airfix really needs to get their quality control fixed, it is almost like whatever comes out of the machine goes in the box whether the molding is perfect or totally useless. (I guess buying an Airfix kit is like going to Vegas...it is a gamble if you will go home a winner or loser.) One piece of good news is while Airfix is still using a soft plastic, the plastic here seems a tad bit harder and crisper than recent new tools. Maybe I'm not picky enough, but the panel lines seem fine to me. And with the Mosquito being mostly wood, there are substantially fewer panel lines than a metal airplane.

The cockpit is well equipped, with sidewall detail on the fuselage halves and a subassembly that includes the cockpit, bomb bay and spar. This is one of the few 1/72nd Airfix kits with raised detail on the instrument panel. (Though as is usual with Airfix, a decal provides the dials.) No seatbelts are included.

There are some really nice design features here including molded masks for the wheel wells, clear wingtips, and some of the interior parts have little arrows modeled on them to confirm proper placement.

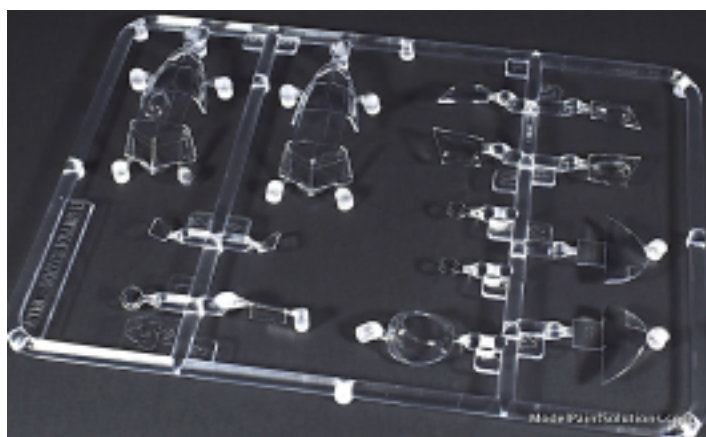
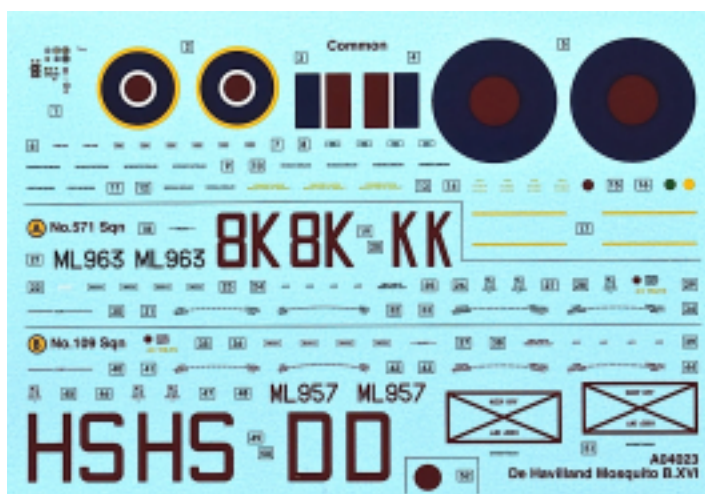
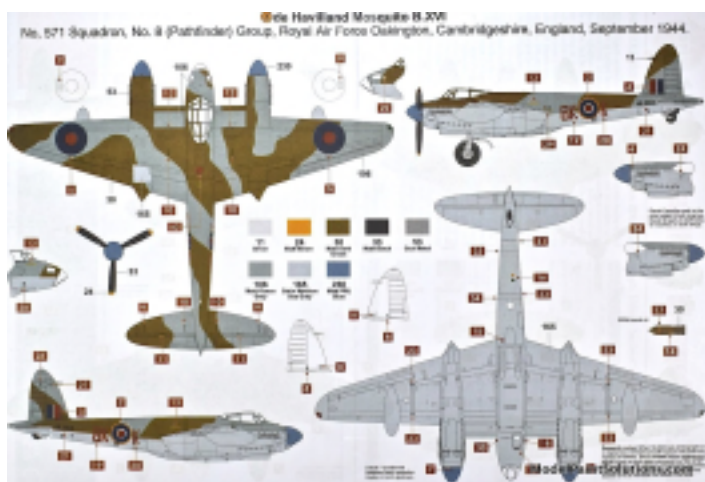
Unlike the Tamiya kit, a full bomb bay is included along with extra fuel tanks and four nice RAF 500 pound bombs. Detail here is good, but not spectacular.

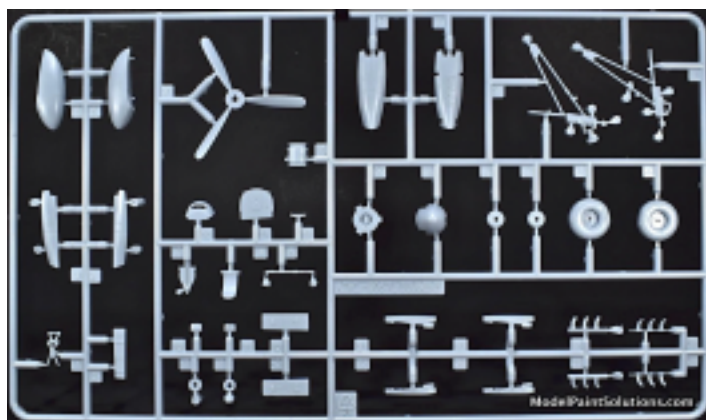
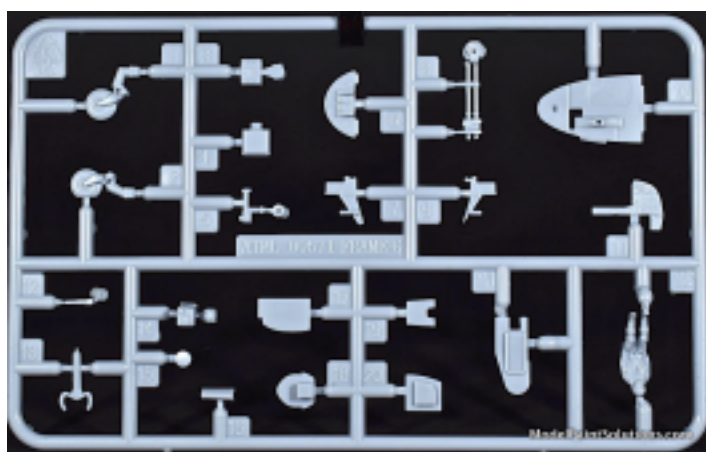
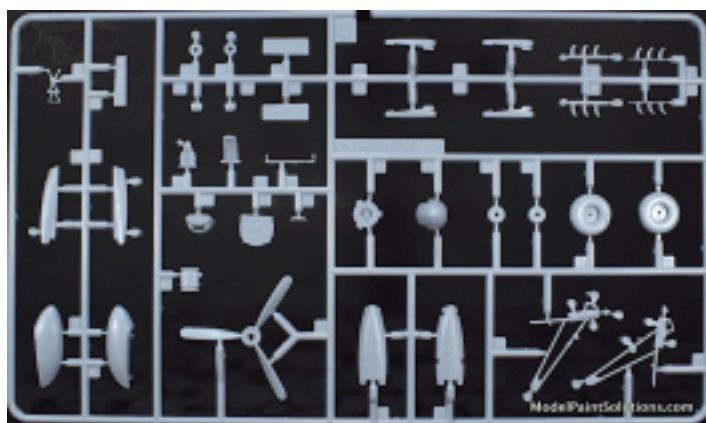
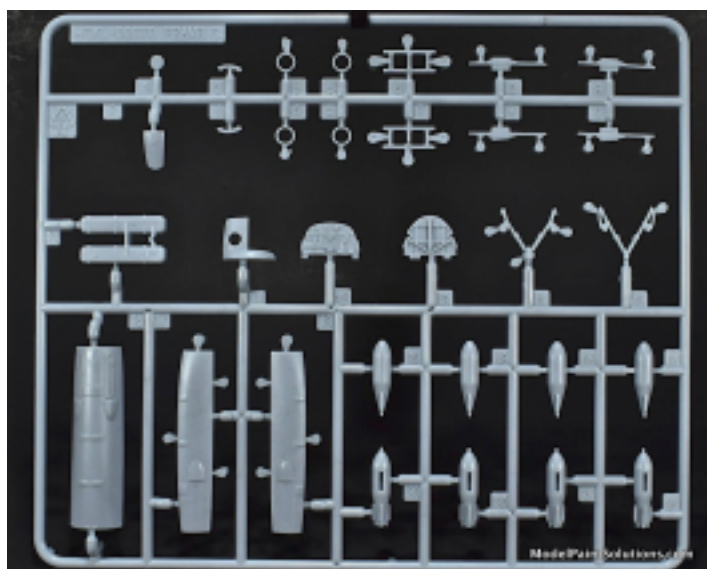
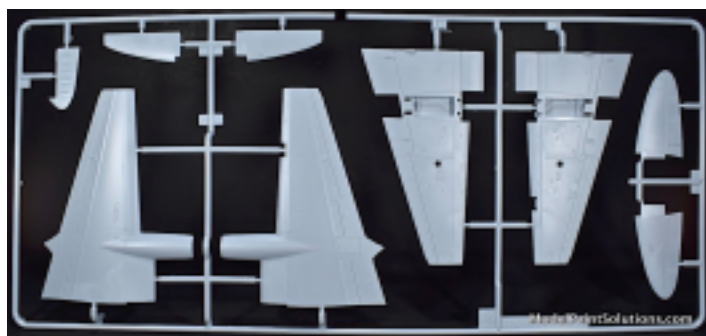
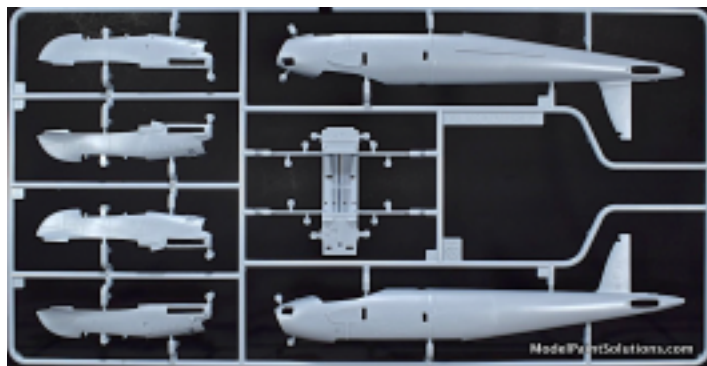
The clear parts look quite nice and include two styles of late Mosquito canopies, one with a navigation bubble and one without. Both bulged and curved side windows are included.

However, everything is not perfect. Airfix has scanned a TT.35 Mosquito and the bomb doors have the target tug gear molded on. Also, the rear fairing of the bomb bay is that of a TT.35 and not a B.XVI. Sanding will take care of the detail, but the fairing will have to be built up by the modeler with plastic card or epoxy putty. Additionally, the tail wheel looks nice, but should have a split down the middle for an anti-shimmy tailwheel. Since I'm converting mine to a B.IX, I will have to source a set of non-bulged bomb bay doors. (I wish Airfix had included these.)

No matter your view of their quality, one has to admit that Airfix does a nice job of presentation and there is some nice artwork on the box top. Also, the instructions are clear and well laid out. Two decal options are included; one option is a 105 Squadron Mosquito in Dark Green and Ocean Grey over black and one from 571 Squadron in the day fighter scheme. The second option has some nice natty blue spinners, but neither aircraft has any nose-art. The decals are printed by Cartograph, and as usual look excellent.

I am pretty impressed by this kit. It certainly looks like the nicest Airfix kit I've seen in the box. How does it compare to Tamiya? Well, that is kind of apples and oranges, eh. Those that expect every kit to be uber-detailed will probably be disappointed, but for those of us "enthusiast" modelers a really nice model will result. I can't wait to crank up the 633 Squadron theme and get to work!







Photos of FHC Mosquito by Jim Bates



Red Iron Models 1/24th Scale Sputnik-1

by Morgan Girling

“Beep beep! boop boop! Hello there! Sputnik sails giggling through the skies. Red flags, red faces, jump in the race as the Space Age begins with a surprise.” - Leslie Fish

October 4, 1957: Sputnik-1 became the first human artifact in orbit, and a was huge propaganda victory showing that the “backward” East could trump the industrial West. The Soviet Union continued to lead in space “firsts” until Gemini 6A+7 accomplished an orbital rendezvous in December of 1965. Sputnik had a huge impact on Defense policy and budgets in the West as the ability to orbit an object clearly implied the ability to send a nuclear warhead. The manned bomber and the interceptors to guard or defend against it became obsolete in the minds of the planners.

Sixty four years after Sputnik-1 flew, Red Iron Models issued their 1/24th scale kit of it. The diminutive 6”x6”x0.75” box contains one sprue of 20 plastic parts, a PE fret with another 13 parts, and 4 pieces of brass tubing for the antennae. Sputnik-1 is basically a sphere with four whip antennae and a couple of access panels, and Red Iron cleverly designed their molds to get undistorted raised bolt detail without having to resort to slide molds. The model is molded as two hemispheres with broadly beveled sockets for everything fastened to it. The kit is very easy to build, though the mold details are a little soft, and the end-opening box is frustrating because as soon as anything is assembled it won’t fit inside...



Step 1 consists of assembling the hemispheres into a sphere (they’re nicely indexed), and adding two round access plates and two equatorial pieces (the latter might be hold-down brackets to keep it attached to the rocket). The brackets are slightly small for their sockets, so I glued them to the aft hemisphere so they were flush with the edge before gluing the hemispheres together. In the “were I to build it again” department, the alignment ring in the aft hemisphere needs to be filed down a bit to better fit into the front hemisphere. Unfortunately, I didn’t realize this until I’d tried mating them, at which point I couldn’t pull them apart to adjust clearances. The other aspect is that the two access plates stand a bit more proud of the front hemisphere than they should, and deserve a little filing to get them to fit better.

Step 2 adds the PE screw heads(!?) to the front hemisphere. They provide twice as many as needed, a clear attempt to mollify the Carpet Monster, and they are etched with an “applicator stick”. For each, one frees and tidies up the screwhead+stick combination, then bends the screwhead back slightly, add a small drop of CA to the hole in the hemisphere, followed by the screwhead. When the glue has set, a knife tip and some gentle wiggling of the applicator quickly frees the applicator, leaving a very convincing screwhead. (To my amazement, none fell out during the painting and buffing stage).

Step 3 fabricates the four whip antennae, which requires wrapping PE “deployment hinges and springs” around the brass tube in a “D” cross-section. As the 0.007” PE is quite stiff, I tried forming them around some 0.030” brass rod rather than risk bending the antennae. It was too stiff for that, so I ended using my PE bender for the straight bend, fine round-nosed pliers to get the main curve of the “D”. I could then slip the roughly-formed shape over the brass rod and tidy it up with some flat-nosed pliers before transferring it to the antenna tube.

Step 4 has you assemble the antenna mounting brackets, baseplates, and add the antennae into them. This is one area where I changed the order and mounted the baseplates to the sphere so that I could paint them consistently with the sphere. As it turns out, the baseplates in the museum photos are not as shiny as the polished sphere, so in retrospect, it is just as well to just do step 4 as illustrated.

That said, the mounting plates require a fair amount of filing to get them to fit properly in their sockets in the sphere.

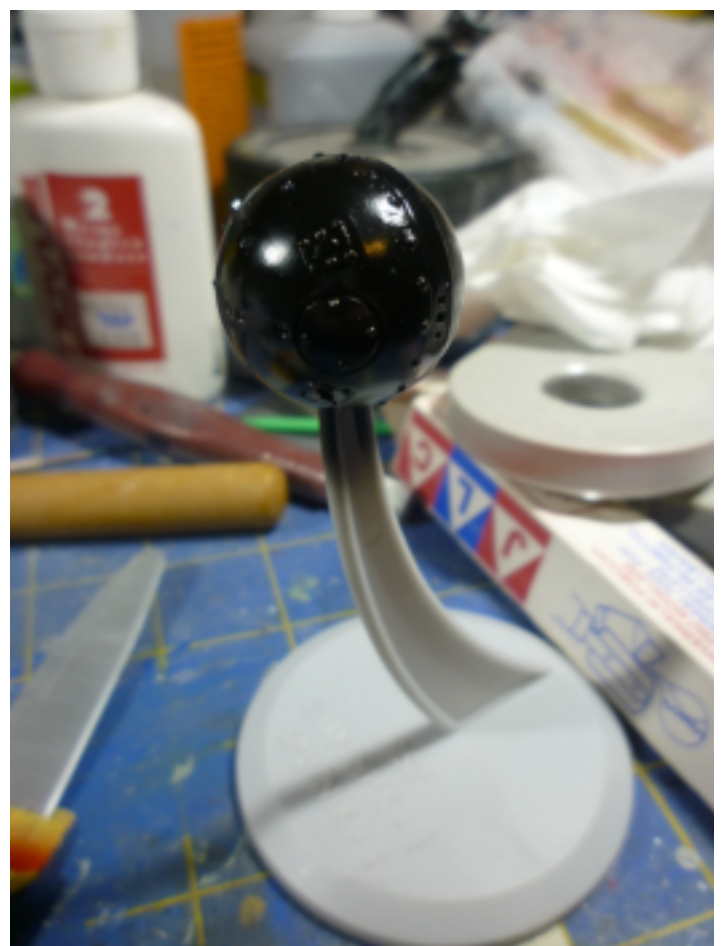
Steps 5-7 have you glue the antenna assemblies to the sphere (I left them off until it was painted), add a PE umbilical plug in the back hemisphere (which I did back in step 1), assembling the base and attaching the finished model to the base.

Sputnik was a polished aluminum sphere, with polished aluminum access plates, so I painted the sphere and the antenna subassemblies in Model Master gloss black, which I buffed with Novus #2 polishing liquid and a soft cloth after giving it a couple of days to dry and harden. (Hint: the stand makes a great holding tool for the sphere whilst painting!) As usual, I buffed through the paint in a few spots and so repeated the process to get a polished black sphere. I didn't bother polishing the antennae.

Over the shiny black parts, I dusted on Alclad chrome, which really made it pop. The antenna mounts got a shot of Alclad white aluminum and I hand-painted the springs in Tamiya red-brown. (The instructions say they should be red, but photos of the museum example(s) show it as variously a rusty orange or a dark brown rusty color.

With the subject painting out of the way, I popped it off its stand, and painted the stand Tamiya flat black with insignia red lettering. The stand looks very Soviet era, so anything from rusty steel to concrete would work well too.

Red Iron Models Sputnik-1 was a good "palate cleanser" between more involved builds.



Spare a Dollar? Neaten-Up Your Tools!

by Scott H. Kruize

We are cheap. The respectable terms are 'frugal', 'financially prudent', 'monetarily conservative', and so on. But the fact is, we're CHEAP! We modelers don't spend any money in any way we'd regard as frivolous...hoarding, instead, our cash flows to get the Latest And Greatest items we really NEED at the workbench!

I recall meetings in which our former IPMS Prez-4-Life - or a high, esteemed support officer - got asked: "Hey: 'Announcements'?! '6 Questions'?! - I thought we were having Dancing Girls this time!" Inevitably, the embarrassed lame excuse is along the lines of calculating out their entertainment fee and comparing it to prices of certain aftermarket decals, photoetch, resin...and...well...y'know...

So you all relate to why this Morally Impregnable position is why I've been getting by, at my build area, with a small green school pencil-box. All my plastic modeling tools fit within it, and I gave next-to-no thought about what a time-consuming nuisance it was to have to keep rummaging through it to get that particular tool needed just this minute.

A solution presented itself. My frugality – permit me the RESPECTABLE term! – does carry over to Happy Homeowner tasks, such as weekly shopping. From time-to-time I go to the Dollar Tree, as they always have at least a few things we need, that elsewhere would cost way more than a dollar.

I always peruse the craft section. It's provided posterboard, acrylic paints and paintbrushes, little vials of CA-superglue, small scissors, tape and such: vital, if not glamorous, things we consume. Anyway, on this particular trip, hanging on a pegboard hook, was a knocked-down, polystyrene kit to make a Paint Brush & Pencil Holder. For a dollar!

Well, agonizing over that expenditure decision didn't take long. Nor did the assembly, as it consisted of five parts. There's a base divided into component compartments, an open lattice round top with matching compartments, and three legs that snap the top and bottom two parts together. They're all white styrene, took Humbrol® liquid cement readily, to ensure not coming apart inadvertently. Should I care to, the holder would take any of the wonderful acrylic paints at hand.

Those paints are easier to sort and find, on their tray. The jumble of brushes formerly on it, now moved to the holder, are also vastly easier to sort and find. They fill about half; the other half has tall slender tools: craft knife, sanding dowel and block, drills and files on handles, hemostats, pliers, clippers. Altogether, a significant improvement to my work area. Say: doesn't this imply productivity enhancement, a higher build rate? As soon as I've submitted this article to the newsletter, I'll go see!

Perhaps your budget, too, would accommodate this find...and may likewise improve your productivity and build rate. Don't tell me those few minutes, and that dollar, aren't worth the experiment!



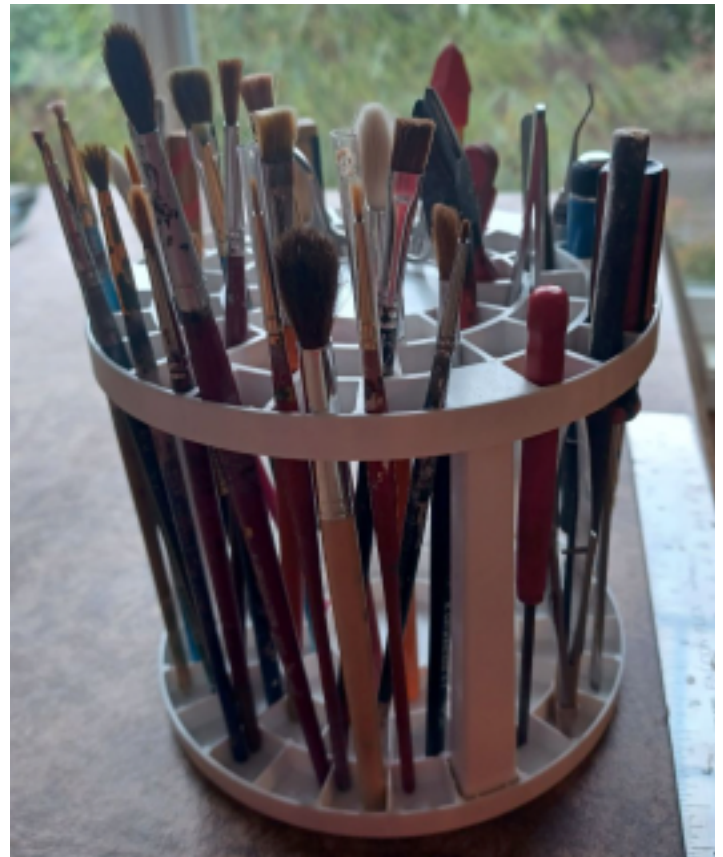


Photo of the Month

Thanks to Dave Hansen for sending this photo of the Cleveland Model & Supply Company's promotional car, and to Jon Farrelly for identifying the model on top as a Travelair Type R.



Dreaded Model Math

by John DeRosia

EGADS!...models and building them have math associated with them. What am I talking about? Let's get going on my thoughts.

All of my numbers are of course estimated/averaged/seems like good numbers!

In the last many months when we met in person for the Bellevue location meeting, we all got to see enough FREE models given away to fill a hobby store (about 1200+). Like a lot of you, I also took many home. I believe it is part of the human instinct to grab anything FREE whether you need it or not. I for one absolutely did not need more kits...but...

In last month's newsletter, Scott Kruize wrote a great article about what our unbuilt kits are worth. That sort of assumes we all have to 'go sometimes' and we can't take the kits with us. RATS! Got me to thinking...

Like me, there are a lot of "...ya but," hesitations about building/starting/modifying a kit from a lot of builders. As time goes on, we typically start a project but then set it aside to start another and so forth. It is a vicious cycle that you cannot get any medicine for.

What then is my train of thought in this article? Let me gather some numbers before you which I will need to tell this story. Yup – stuff you already know!:

| Item | Duration | Hours | Comments |
|---------------------------|------------------------|-------|---|
| 1 Year | 365 Days | 8,760 | Total hours per year |
| 1 Week | 7 | 168 | Total hours per week |
| 1 Work Week | 8 hrs x 5 days | 40 | |
| 1 Week minus Work | --- | 128 | Time left over for the week |
| 1 Day minus work | --- | 16 | Time left over from work/day |
| Sleep (avrg) | 7 days / 8 hrs per day | 56 | We all have to sleep! |
| 1 Day minus other stuff * | --- | 8 | Approximate 8 hours per day left over for whatever! |
| Model time each day | | 3** | Typical time for those really dedicated to building |

* = cleaning, shopping, pay bills, grass cutting, wash car, kids, eating, visiting etc.

**= total guesstimate on my part

'Average' kit build time = 25 hours (my assumption made from many articles and talking to model builders: includes new, average, and expert builders)

Since we are 'gatherers'...most seasoned model builders and members have at least 50 unbuilt kits. Better yet, let me say it approaches 100. Of course, your stash can be more or less. Just follow me now.

If I have 100 unbuilt kits, how long would it take to build them. That is assuming I will NEVER get another kit (yes- I'm laughing about this also). The average build time of 25 hours per kit times 100 kits = 2500 hours needed to build them. If I now divide those 2500 kit hours and divide that by building three hours per day (each and every day) = 833.3 days

Some of you are like me and have more kits than all of the 50 U.S. states put together. (You don't want to know how many)...so how long will it take me to build my stash?

I am of course now retired and let me assure you – I AVERAGE only ten hours per week to work on kits. That's just my typical model build week. Some days more, some less. You know how averages work. But I'm talking per week.

To sum up, if you had the following number of unbuilt kits shown below, the time needed to build them may look something like this. That assumes you build seven days per week non-stop, three hours per day!

| No. of Unbuilt Kits | Total hours need to build them (25 hrs per kit) | Non-Stop days needed to build these kits (3 hrs per day) | Number Of Years needed to build the kits |
|----------------------------|--|---|---|
| 10 | 250 | 83.3 | .23 |
| 20 | 500 | 166.7 | .46 |
| 50 | 1,250 | 416.7 | 1.14 |
| 100 | 2,500 | 833.3 | 2.28 |
| 150 | 3,750 | 1,250 | 3.42 |
| 200 | 5,000 | 1,666.7 | 4.57 |
| 500 | 12,500 | 4,166.7 | 11.4 |
| 1000 | 25,000 | 8,333.3 | 22.8 |

What do these numbers above mean? If you were to never get another kit, these are the number of years needed to build the number of kits in your current stash.

Are you depressed yet? Come on, let's just sniff some glue! You will feel better. ONLY KIDDING! Just have fun, fun, and more fun while on the building journey.

Now, how do I stop buying/acquiring another kit? Help! YIKES!

D Day Through German Eyes, by Holger Eckhertz

reviewed by Phil Ljunghammar

Publishers Notes

“Almost all accounts of D Day are told from the Allied perspective. But what was it like to be a German soldier in the bunkers of the Normandy coast, facing the onslaught of the mightiest invasion in history? What motivated the German defenders, what were their thought processes – and how did they fight from one strong point to another, among the dunes and fields, on that first cataclysmic day?

This book sheds fascinating light on these questions, bringing together statements made by German survivors after the war, when time had allowed them to reflect on their state of mind, their actions and their choices of June 6th.

We see a perspective of D Day which deserves to be added to the historical record, in which ordinary German troops struggled to make sense of the onslaught that was facing them, and emerged stunned at the weaponry and sheer determination of the Allied soldiers. Above all, we now have the unheard human voices of the individual German soldiers - the men who are so often portrayed as a faceless mass.”

Contents

Book One

Introduction

Utah Beach: The ‘Tobruk’ Soldier

Omaha Beach: The Resistance Point Gunner

Gold Beach: The Bunker Lookout

Juno Beach: The Goliath Engineer

Sword Beach: The Battery Officer

Postscript

Book Two

Introduction

The Concrete Panzer

The Luftwaffe Pilot

The Troops in the Observation Point

The Military Police

The Infantry in the Houses

The Airborne Troops

The Stug Crew

The Wonder Weapon

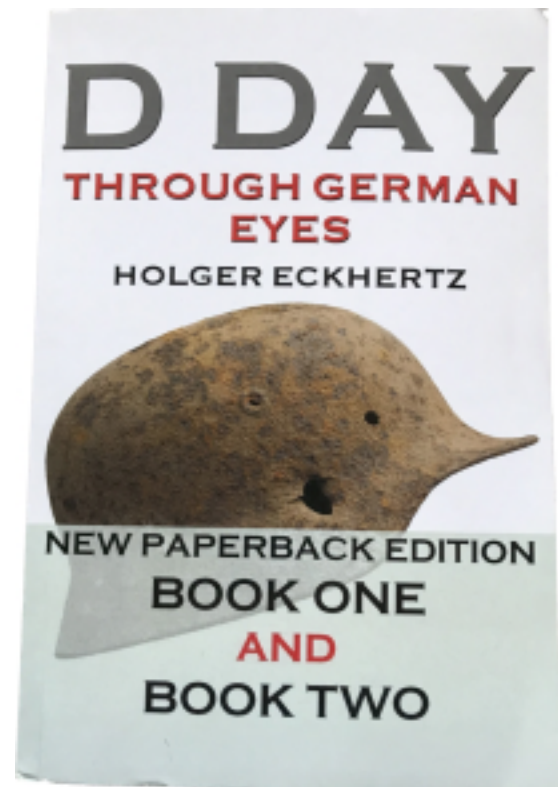
Postscript

Author’s Notes

“*D Day Through German Eyes* presents the transcripts of interviews which my grandfather carried out with German veterans in 1954, on the tenth anniversary of D Day. These were German soldiers, engineers and Luftwaffe men who had experienced the opening hours of the Normandy beach landings, and they were able to recall those cataclysmic events in detail.

My grandfather had been a German propaganda journalist in 1944, and had visited the Atlantic Wall under construction. He was also a veteran of the German Army in World War One, and so his background enabled him to build a strong rapport with the interviewees, many of whom had not spoken of their experiences even with their own families.

The result is a series of interviews which reveal not only the desperate reactions of German soldiers to the Allied onslaught, but also the surprising mix of motivations which drove them.”



My Personal Notes

I was drawn to this book because I had never read a book about D Day before that was from the perspective of the common German soldier. Having been to the Normandy beaches back in 2004, seeing Omaha beach, Utah beach, Point du Hoc, the hedgerows, along with both the American and German cemeteries I was able to picture in my mind a little bit of what it might have looked like for the soldiers whose stories are shared in this book.

The book stays away from rehashing the faults of Nazi politics and policies, focusing solely on the experience of the German soldier. Some speak of how good it was to be stationed in France. Along with their normal ration of army food they had access to very good sausage and cheese. One soldier who had previously seen battle in Tunisia dreaded being in action again. His observation was that “some men excel in combat, and others manage to somehow struggle through, he was in the latter group”.

After being taken prisoner, more than one soldier commented on how much equipment the Allied armies had. A seemingly never-ending supply. Also how mechanized our armies were. The German army had, even in the best of times, always used horses to pull supply wagons and augment their trucks. They were surprised to see no horses being used by the Allies, everything was on trucks. They also observed the difference between German and American attitudes towards fixing things. In the German army when something broke down, say a generator, you fixed it. The Americans just tossed the failed one aside and brought up a new one.

Overall the Germans all spoke of how overwhelmed they were. The sheer number of ships observed, hundreds of Allied aircraft overhead but only a single Luftwaffe plane seen, and the willingness of the American and British soldiers to fight hard. The German soldiers fought as hard as they could but the landing craft just kept coming and coming. One soldier remembered wondering “where are our reserves? Where are the Panzers we were told would be there to help us?”

There is controversy surrounding this book. A number of military scholars are calling it a fake. They say the author, Holger Eckhertz, his grandfather Dieter Eckhertz who is credited with doing the original interviews, and the publishing company, DTZ History Publications, cannot be found. At the same time there are other historians defending the book. Primarily because of the detail in the personal stories, supporters find it hard to believe that there can be this much detail without it being authentic.

Either way I found it the book to be a very good read. Based on other books I have read that focused on the attitude and thoughts of soldiers in most any army I found the stories related in this book to be very believable.

Quotes From *D Day Through German Eyes*

Omaha Beach – machine gun post – as the first landing craft begin to unload troops

“And so the first of these lines of men began to trudge – that is the only word I can use, they walked slowly and deliberately – began to advance in this way into the shallower water, and the waves came up to their chests, then their waists. That is when we opened fire on them . . . These troops were about 400 metres from us. I did not sight on them individually at first . . . I swept the gun from left to right along the beach. This knocked down the first few men in each line of men . . . the bullets would often pass through the human body and hit whatever was behind. So it was that many of these men were hit by a bullet which had already passed through a man in front, or even two men in front.”

“I can say that the shallow part of the sea immediately in front of us was full of bodies, probably at least a hundred bodies, and this amount was repeated up and down the beach in front of the other gun positions . . . After the initial burst of energy and determination that I felt when the attack started, I began to feel pity for these troops, because they kept arriving in landing craft . . . my loader was moved by this, and he shook his head, saying that the Americans should not sacrifice their men in this way.”

Infantry in Houses under air attack

“Sure enough, around one pm, we were bombed again by the enemy Jabos. They bombed us in the same way, making their little bombs skid towards us across the fields. But these bombs were not explosive, they were filled with an incendiary material which burned with a very bright, pale flame and expanded in the air. These bursts of fire exploded on all the houses, and on our house some of this burning stuff shot in through the apertures and loopholes. This burning chemical was a horrible weapon, an absolute nightmare.”

“I saw lines of this white material fly in through the loophole slits where some of the men had set up their rifles. This stuff was like a burning powder, it is difficult to describe it exactly. I jumped back, but several of the men at the loopholes were caught by it. As soon as it touched them, it set their uniforms on fire. Some men were hit in the face as well, and they went around in a terrible way, clutching

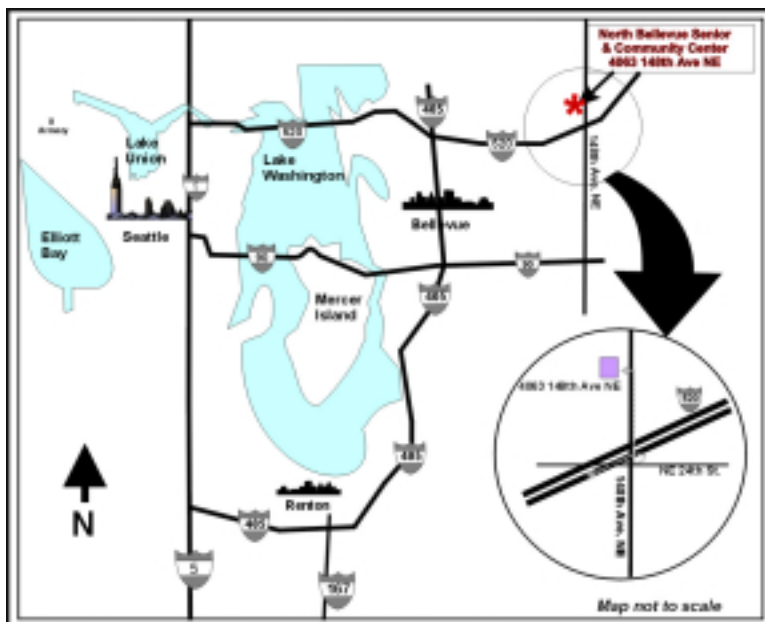
their faces, and screaming. It was a terrible scene, and we did not know how to stop this stuff burning. Even when the men rolled on the floor, or if we tipped sand over them from the sandbags, even then the stuff kept burning inside their skin. Some of these men were on fire inside their bodies.”

Spring Show Cancellation

by Rick Taylor

The Renton Community Center, our venue for the IPMS Spring Show, has canceled all events through April due to the rapid spread of the Omicron COVID variant. This includes our April 23, 2022 Spring Show. Although this is very disappointing news, safety comes first. We are looking at some options – moving the show to the summer/fall and looking at other venues. While we look at options, keep calm and keep building models.

February Meeting is Cancelled



2022 Meeting Schedule:

March 12
April 9
May 14
June 11
July 9
August 13
September 10
October 8
November 12
December 10

All meetings at North Bellevue Community/Senior Center