

Seattle Chapter News



Seattle Chapter IPMS/USA
September 2019

PREZNOTES



Winter is Coming

I like building armor kits. Actually, that's not entirely correct. I like painting and finishing armor kits – I'm not too crazy about building them. The finish is my niche, which is why armor appeals to me – it almost demands to be weathered. And nothing says weathering like winter schemes – my favorite modeling 'season'.

To that end, I'd like to talk about a few of my favorite Winter weathering products. But before I get into that, let's talk paint: snow and ice look best when applied to a beaten, bleached-out surface.

In the image above, I've painted my late-war Stug III in basic German Yellow over a pre-shading of Black. I've purposely selected dull, drab colors for the stowage in back, and for the pioneer tools and other detail. Bright and shiny things turn

dull pretty quickly in freezing weather, especially in combat.

Step 1: (White) Gouache – This is an acrylic watercolor paint, that is opaque

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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 10:00 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 2019 meeting schedule is as follows. All meetings are from **10 AM to 1 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.

September 14
November 9

October 5 (VFW Hall, first Saturday)
December 14

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____
 Signature (required): _____

Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (under 18) \$17 Family, 1 Year: \$25 (adult - \$5, child 6-18 years) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (surface) (Checks must be drawn on a US bank or international money order)
 Payment Method: Check Money Order

Chapter Affiliation, if any: _____
 If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
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James J. Schubert

by Tim Nelson

[Note: Tim wrote this article for the IPMS USA Journal. Although Jim's passing occurred several months ago, Tim's article contains much information that members will find interesting. – ED]

The Seattle modeling community lost a tremendous friend and mentor with the passing of Jim Schubert in January 2019 at the age of 86.

Jim was born in Indiana and spent his childhood in the Hoosier State, eventually attending Purdue University. After obtaining his Bachelor's Degree in Mechanical Engineering in 1955, he was hired by The Boeing Company and moved west to Seattle. Jim had a long and diverse career at Boeing, mostly in the commercial airplane company with roles in program management and customer training. He also worked for several years in the Boeing Turbine Division, including a stint in the "Red Barn" at Plant I (a structure since relocated and preserved at The Museum of Flight.) Following retirement from Boeing, he continued as an aviation consultant for several years before devoting himself full-time to hobbies and interests.

Scale modeling was an early passion for Jim, starting with the earliest Strombecker kits along with stick-and-tissue creations of his own design. At Boeing, his modeling interests were well known and in 1969 he was recruited to build 35 Monogram Wright 1903 Flyers for various VIPs associated with the first flight of the 747. He joined IPMS/USA (#2159) and its Seattle branch in the mid-1960s and experienced success at multiple National Conventions. As a co-head judge with the late Ted Holowchuk around the turn of the millenium, Jim played a major role in establishing the current judging system we use at the IPMS/Seattle Spring Show. He was also an enthusiastic member of Seattle's other general purpose modeling club, NorthWest Scale Modelers. Regardless of the club, if you were a new member, you could count on Jim being the first to reach out with a warm welcome.

Jim's modeling interests reflected the "Renaissance Man" he was: automobiles (especially racers), figures (especially ancient and medieval), ships (all eras), armor (just to say he did), and especially aircraft. He brought his broad and deep understanding of flying machines to his aircraft modeling, correctly insisting that understanding how the real thing worked made you a better modeler. He was a stickler for accuracy and could spend hundreds of hours on a project – then again, he enjoyed the occasional out-of-the-box quick build. Jim entertained us with his collection of Hallmark aviation ornaments, which he felt compelled to "accurize." In later years, his greatest love was civil aircraft of the "Golden Age" between the World Wars and he was an avid member of the "Wings of Peace" discussion group on Yahoo. He was generous with his time, and quick to help with a modeling problem – usually sketching a solution on the back of a napkin. A signature trait of his aircraft models was spinnable propellers – which most of us adopted as necessary for our own builds.

Jim brought his keen analytical mind and charming wit to all his endeavors. In between modeling projects, Jim was an avid reader of history, culture, and news. His library and vast collection of subject files was open to us all. He was a talented draftsman and created many technical drawings to help kit makers and builders alike. He enjoyed pursuing other collections such as ancient coins. He was a talented photographer, and was known to enjoy a good martini from time to time.

Jim was a pillar of our local community, and a tremendously influential modeler to many of us. More importantly, he was a dear friend. He is survived by his wife Razon, daughter Elisabeth, grandson Jason, sister Jo-Ellen, his stepdaughters, and a large extended family. He is sorely missed.



New Modelling Tools

by Bob LaBouy

I'm not sure about you, but I seem to always be on the lookout for new ways to improve my modeling techniques and the tools I employ in modeling efforts. I recently saw an advertisement for two new products and decided to give them a try on my modelling desk, as both products are new to me. True to my form, I purchased these two products, and neither are review items (for IPMS or any other commercial concerns).

These two are Ultra Glue (A.MIG-2031) and Ultra Liquid Mask (A.MIG-2032)—both are new products from the Mig line of products.

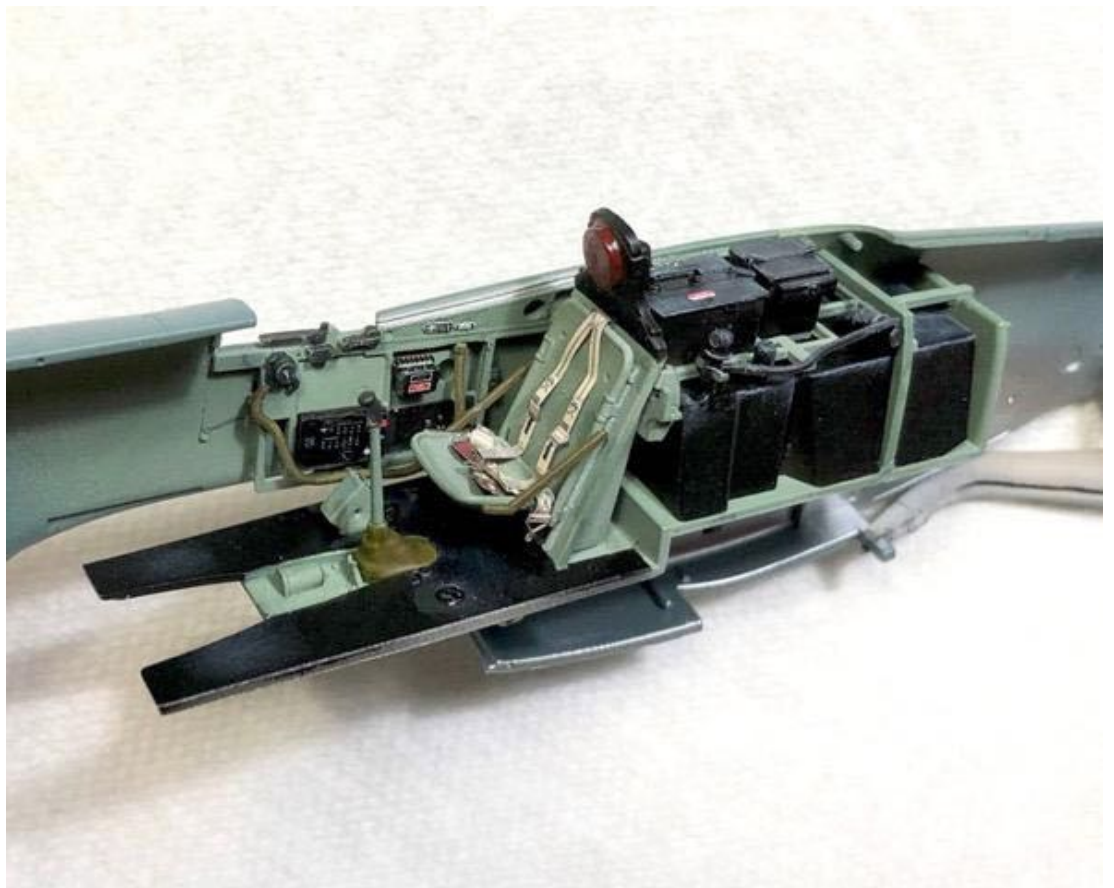
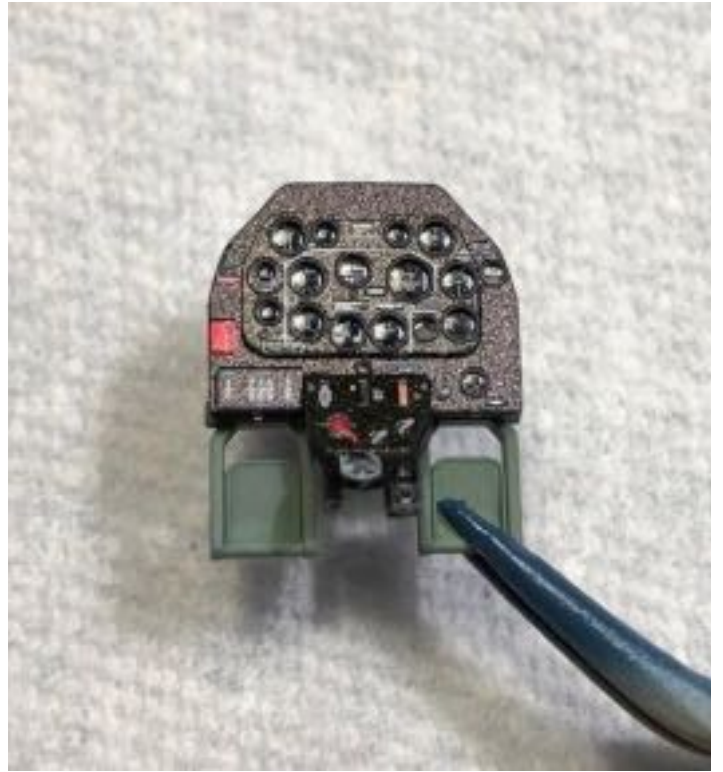
In my initial efforts I used both the Ultra Liquid Mask and Ultra Glue. My use of the new masking liquid was limited initially to the small formation lights for the new Eduard P-51D. Each of the tiny lights was covered and the mask was easy to remove after my use of primer over them. I will also use it on two canopies I will mask over as well as I reach them, but as yet they are several days in the future.

As for the Ultra Glue, I have used it on about 20+ small pieces of PE and am impressed thus far. I really like it. It's a lot more user-friendly than using CA. I like that I can still move the PE piece (for some time), it takes just a tiny amount of glue to set the small pieces of PE and it dries clear. The bottle says to allow about six hours to set; I found that several hours were pretty solid. I suspect this is really just a bottle of white glue, but it's not expensive (about \$5). I have been using tiny drops from a toothpick end just barely dipping into and touching the glue in the bottle top. Based on my unscientific four-day testing, I'll never use the whole 40ml bottle in this lifetime anyway.

You'll have to excuse my amateurish photos, and just maybe you'll be able to see some of the numerous tiny placards and pieces of PE in these few images.

Give them a try, I hope you'll find them as useful.





We Can Walk...and That's Just For a Start!

by Scott Kruize

While paging through an old *Peanuts*® cartoon collection book, I was reminded of Jon Fincher's 'take' on us, at one of the last regular meetings he was able to attend before heading out for the Midwest. With jaundiced eye, he watched us maneuver around the Senior Center meeting room. We moved among the chairs and round tables, some with surplus stuff for sale or even free, and shuffled round the Show-&-Tell line in more-or-less orderly fashion. Jon decided, reluctantly, that we members were reasonably able to walk. But, he said, "Time was when all of us SUCKED at it!"

Lucille Van Pelt would certainly endorse the notion that none of us are instinctively - from the first - able to walk...or build models...or indeed any other human endeavor. Each and every one requires time, attention, study, practice. Charlie Brown asks her "Lucy, how did you ever get to be such a fuss-budget?" She leads him to a large bookshelf. "I'll have you know I studied hard! Look at all those books... each one a course in itself. "From Rags to Fuss-Budget"... "The Power Of Positive Fussing"... "Great Fuss-Budgets of Our Time". And here's one of my real favorites: "I Was A Fuss-Budget For The FBI!"

I can't recall - and I doubt any of you can recall, either - being given any formal instruction in walking. It was pretty much attempting, falling, picking myself up, and attempting again. I may have had some of Mom's supervision, mostly to make my falls a little less traumatic.

With modeling, we can do better. It certainly helps that we have way more patience now than we did Way Back Then. It also helps that tools and materials are better. But mostly: we accept that none of us have the time, energy, will, or even inclination to try to work out all the techniques of good modeling entirely on our own. We get together not just for the pleasure of each other's company, not just to share the joys of modeling, but also to learn from each other. We learn from listening to each other's trials and tribulations - and triumphs - while considering the Show-&-Tell builds we bring in. We learn from the publications available to us. Not just books, as Lucy found to fill her own bookshelf with. There are also magazines: *Fine Scale Modeler* and others, the IPMS's national Journal, and of course this newsletter. And do note that our Newsletter Editor and WebMeister are eager to add to our constantly-growing institutional knowledge base, by contributing 'How-To' articles, of any length, and depth and breath of detail. Whenever any of us manage to do something well that we previously could do poorly or not at all, we should let John and Robert know all about it, so they can extend our newfound knowledge to our fellow hobbyists. And that's not just people whose faces we see at monthly meetings: the modeling community is planet-wide, and over the Internet, our experience is accessible to all. Think how much more the world would've been inspired by Lucy had SHE access to the Internet back Then!



So that this article is not just a deep philosophical ramble, let me contribute at least a small specific. Between modeling Way Back Then, and my current era of plastic modeling (resumed around the turn-of-the-century), I made a lot of radio-controlled and Free-Flight balsa models. Not that I'm a world-class designer and builder, but I did produce model planes that actually flew, and even looked presentable!

While doing that, I learned more about glues than the average plastic modeler. We all know to avoid using polystyrene cement or regular cyano-acrylate glues ('superglues') on the clear 'glass' of our models, because they frost clear styrene. Often recommended: use of a white glue, such as Elmer's or LePage's, made for school and craft use. These glues are good in their way, but are really effective only on porous surfaces: paper, wood, leather, foam. Between two pieces of hard, smooth, nonporous plastic, white glue makes a pretty poor bond. (Not that our canopies and windows have to be held on with a lot of strength, but surely some reasonable amount of strength is better than just little...)

From way back, R/C and FF modelers have had to glue clear windows and canopies to balsa, various softwoods, and different finishes, even ultra-slick Mylar iron-on coverings. Industry responded with what was called originally labeled 'R/C-56'. Its current incarnation is available, still from the original maker, Pacer, but is now called 'Formula 560'. (And SIG Manufacturing has licensed it for sale under their designation, 'SIG Canopy Glue': same stuff, same two-fluid ounce bottle.) Pacer modestly admits it to be "The World's Best Canopy Glue". Even holding smooth, glossy ABS vacu-formed canopies to iron-on Mylar covering, 560 does a remarkably effective and sturdy job. I recommend it highly over using white craft glue. Only one qualifier: after a 560 bond has thoroughly dried, clear and nearly invisible, it's strong. It should be used if you really do intend that 'glass' to stay on your model!

Take heart from advice from sages such as Jon Fincher and Lucy Van Pelt. Stephen Tontoni urges us that with each new build we should 'stretch' ourselves and learn something new. We're doing that. We may not have the innate talent that Lucy has honed through such hard work and study, making her the clear pinnacle at her vocation...but we can walk adequately - and model, too!

The Trials And Tribulations Of Moving A Kit Collection

by Terry D. Moore

Well, now that we are more or less (mostly less) established in the new house, I have the computer back up and running and figure it's time to add a few thoughts to this issue of the newsletter. Moving after 34 years in the old house has been, to put it mildly, quite an experience. As a modeler, I was fortunate enough to get all my built-up models safely packed and stored in a nearby garage prior to the move, thanks to my son's father-in-law. The garage o' kits (now the closet o' kits), was reduced somewhat before we moved, which were relatively easy to pack but the books...that's a different story. The majority of my reference books are still in the garage, waiting for me to remove clutter to be sorted from the bookshelves to which they will return to. My model space is considerably more compact than it used to be, so I have to do quite a bit of sorting and unfortunately, purging. My 50 or so years of collecting IPMS magazines and chapter pubs may have to find another home as well. The biggest issue as far as built up models go is that my display case will not fit through the door or window(!). That's quite a problem to resolve.

Another problem was I that had a deadline to finish a commission project in the middle of unpacking so it was an issue finding all the necessities to finish the little project. I was able to find the workbench and a few tools, but the paints were still lost among the "thousands" of unpacked boxes in the garage. I had to drive all the way to the local hobby emporium for one bottle of paint. Of course, a day or two later ALL the paints showed up, literally hundreds of bottles, some of it quite ancient but still viable. I found the CO2 regulator but the airbrush I'm currently using is still amongst the missing. That being said, in another box I found my original Badger and Binks airbrushes PLUS an Iwata, and two Paasches! I have no idea from where they came. At this point I'm learning to use the Iwata...

I don't want to move again!

OREGON MODELERS SOCIETY



The Largest Scale Model Contest & Show in Oregon!

Enter models in the contest, buy kits, learn about area model groups and win raffle prizes! All ages and skill levels welcome.

Saturday, September 21

Camp Withycombe (blocks off I-205)
10101 SE Clackamas Rd, Clackamas, OR 97015
Adults must show photo ID to enter facility • Wheelchair accessible



Model categories including:

- Aircraft
- Sci-Fi
- Armor
- Fantasy
- Automotive
- Figures
- Ships
- Dioramas
- Space
- More!

Entry forms, full categories, vendor registration at ipms-oregon.org.

Join our Facebook group: fb.com/groups/ipmsoregon

Contest Rules and Notes:
IPMS rules and guidelines apply to contest and judging.
Judges will determine final model category and placement.

Judges may add or delete model categories where appropriate.
No sweeps rule in effect.
The decisions of judges are final.

Rules and notes may be amended at the discretion of judges and show organizers.

SCHEDULE

- Doors open 9 am
- Contest deadline Noon
- Awards 3 pm
- Raffle winners all day!

ADMISSION

- Spectator only \$5
- Adult with unlimited model entries \$10
- Under 18 with unlimited models \$5
- Under age 12 FREE

Active duty military with ID, includes model entries FREE

Cash only, please
Plentiful free parking

PRESENTED BY



**OREGON
MODELERS
SOCIETY**

Scale Model Contest & Show



Saturday, September 28, 2019

8am - 5pm

Foothills Christian Church

9655 W State St, Boise, ID



ipmsboise.org/fallshow

<https://www.facebook.com/ipmsboise>

\$10 for up to six entries

\$1 for each additional entry

\$15 vendor table

Free - Junior entries (Ages 10–16)

IPMS BOISE

Phone: 208-830-7377

modeler63@yahoo.com



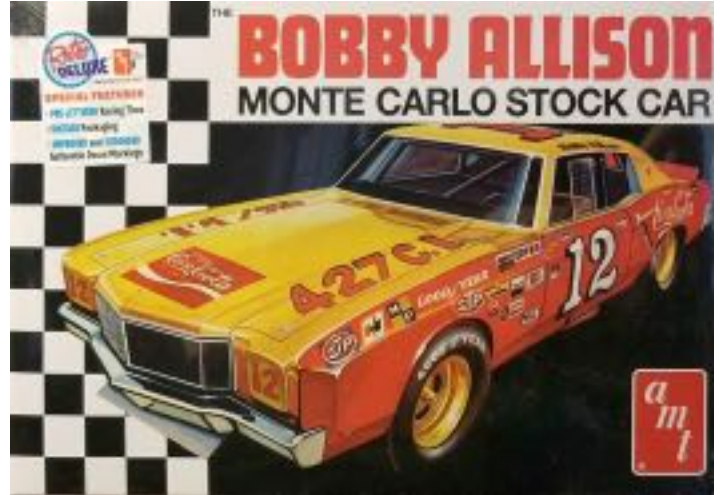
IPMS BOISE FALL SHOW

AMT 1/25th Scale Bobby Allison Monte Carlo Stock Car

by Elliot Doering, IPMS GTR Auto Modelers

Bobby Allison is one of NASCAR's most famous drivers, ranking high up on the all-time winners' list, as well as capturing NASCAR's Most Popular Driver award many times. Along with "Red" Farmer, the founder of the famous "Alabama Gang", brother Donnie, son Davey, and good friend Neil Bonnet, these rough and ready good old boys fought a life-time feud with the Pettys during the 1970s era of NASCAR racing, some of the most exciting racing in NASCAR history.

Around 1972, Bobby hooked up with another Hall of Famer – the legendary Junior Johnson, who had just completed building a 1972 Chevrolet Monte Carlo. Bobby shocked the racing world when he and Junior announced they had secured massive sponsorship from Coca-Cola, and the legend of the red and gold #12 "Coke Machine" began.



The Monte Carlo body worked extremely well. So well, that at the close of the 1972 NASCAR season, Bobby had won ten times to Petty's eight, and finished in the top five 25 times out of 31 races that year, to finish second to Richard Petty in the run for the 1972 NASCAR championship. Armed with a very powerful 427 cubic inch big block Chevy motor, Allison waged a season long personal feud with Petty, often resulting in some after-race altercations.

This only added to the superstar status of both of these top drivers. The fans seemed equally divided between loyal Allison fans, or Petty fans. Both Chevy and Dodge pumped tons of money into each team, during the season-long battle for supremacy on the high banks.

I well remember tuning in to Motor Racing Network's weekly coverage of the 1972 NASCAR season, while attending college in California, and when AMT released this kit back in 1972, the kits just flew off the shelves at area hobby shops. Every car modeler wanted to build this kit. And this re-release of that 1972 kit is very well received. It's on the shelves at many local hobby shops.

Let's take a look at this exciting kit. To be honest, it's not a state-of-the-art kit, it's still vintage 1972-era model technology. But, that doesn't mean it can't be altered to bring it up to today's model standards with a little work.

I've seen this model built upon a more modern AMT stock car chassis, rendering more detail than what's present in the kit. With slight frame modifications, the more modern type NASCAR frame can be joined with the kit's Monte Carlo body.

Being a very simple kit, there are only six assembly blocks to build this historic car.

As with most kits, assembly begins with the 427 Chevy Motor. The kit's motor lacks a lot of detail, but after-market parts, or a bit of kit bashing will bring it up to snuff. As with most kits of any era, the carb is rather poorly detailed, and a resin 4-barrel Holley carb will look a lot better.

The rest of the motor isn't all that bad. The two halves of the motor block are glued up. Don't forget to file and sand away the joint seam. The heads and valve covers, race oil pan, and the front water pump looks the part, as well as the belts and fan. You get the correct Plenum chamber to top with the Wieland intake manifold, and the valve covers include oil breathers. I'd also opt for a pre-wired distributor, drill plug holes, and wire the motor, as well as adding carb linkage, fuel lines, etc.

The wheels in step two are not all that great. They are period correct, but just look a bit toyish and clunky. A far better solution would be to get sets of 1970s Weld wheels thru Plastic Performance Products, available thru Southern Motorsports Hobbies, as well as a set of their 1970s tires.

In step three, we work with the frame, which already has the stock muffler and exhaust removed, to make way for a racing exhaust system. A racing fuel cell is included on the one piece chassis, and only needs a bit of detail painting to bring it to life. The drive line is also one piece, and includes the trailing arm suspension, differential, drive shaft, and rear end oil pump. A rear axle brace is also included. Dual shocks for the rear end are added, and the completed motor is set into the frame, and then the race exhaust headers are mated to the motor.

The rear wheels are set into the frame with the included metal axle. You may have to do some modifications if you elect to use the PPP wheels and tires I noted earlier, or if you plan to use a modern AMT stock car frame under this kit's body.

In step four, we attack the interior. While an accurate roll cage is included, I found it does not sit high enough to get the top of the roll cage up into the inside roof of the body. Those using a modern AMT stock car chassis with this body will no doubt need to make modifications as well. Or you can graft on pieces to extend the legs of the roll cage, to raise it into proper position. A Thermos water jug, rear end cooler, and fire extinguisher are included for the race interior. However, some of these parts are a bit small. I'd kit bash these parts from a modern stock car kit.

The interior pan is one piece, and has the rear seat already removed for you. A period correct race seat is included, but again I'd kit bash one to replace the kit's seat.

The firewall is attached to the front of the interior pan, along with a race dash, and steering wheel. There are no gauge decals included, but you can add them from a Slixx decal sheet.

We start building the body in step five. The glass is one piece with runners connecting the windshield and rear window, for very easy assembly.

The completed interior with roll cage etc. is then inserted into the body after the glass has been added.

A note is made that you should dry fit the car's hood and front bumper and grill when placing the radiator air shroud. You may need to sand down the top edge of the shroud as needed to prevent a gap between the hood and grill. The radiator is also added to the motor bay in the body.

In block six, the rear spoiler is added to the car's trunk area. It looks a bit thick, and a thinner one could be made from sheet plastic. The frontal frame braces get added to the firewall and front of the chassis.

You are left to place the battery in any optional location, but most were added to the back corner of the frame. The gas cap gets added to the indentation made in the rear quarter panel, front spoiler is added below the front grille/bumper, and the side exhaust dumps are mated to the headers.

The front grille and bumper are then added, along with head light covers. The rear bumper is then added. A racing gas can is included, to display along with the car.

AMT has updated this kit with a high-quality decal sheet, containing the full markings for the car. The car has red sides, with a gold hood, roof, and trunk area. The Coca-Cola decals are included, along with speed product decals for the fenders. The four racing tires are Tampo stamped with white Goodyear lettering.

You can elect to build the car right out of the box, into a fairly accurate representation of Bobby Allison's Monte Carlo, or as noted, you can slice and dice a chassis to fit the body, and kit bash parts as well throughout your build.

With only six assembly blocks, the kit proceeds well and easily along. With adult help, a child of eight could tackle this kit. Skill level is at two.

This car is one of NASCAR's most historic cars, a true racing legend. I rate it about a 7, only because of the kit's 1970s technology, and it lacks somewhat in detail, with some toy-like, clunky parts.

So if you're into building vintage historic NASCAR models, this kit belongs in your collection. Grab one, and end the summer with a bang!

Lindberg 1/156th Scale Sidewheel Steamer

by Jeff Smith



This is my recently completed Lindberg sidewheel steamer. The kit is 1/156 scale, "N" gauge railroad scale. The figures were purchased on Amazon and were each modified from early 60s dress to a more period-correct outfit. The plexiglass case was assembled and painted by me. Tap Plastics actually cut the individual pieces. The ship is lit by 25 LEDs and powered by a 9 volt battery concealed in the base. The underwater scene is scratch built, and includes Mississippi specific fish and turtle critters. In all it took about 11-1/2 months to complete.





[Six x Two] NorthWest Scale Modelers Questions for August

by Scott Kruize

The NorthWest Scale Modelers have a tradition at their meetings on the first Thursday of each month at the Museum of Flight. It's called 'Six Questions', and the Lord High Potentate of the club, namely The Person Who Talks The Most, is supposed to provide them for the entertainment and puzzlement of the members. It's a pretty savvy bunch, not easy to stump...

I picked 'August' as the unifying Theme. August is very important in aviation history: over 8% – in fact 8-1/3% – of all significant events in aviation history, happened in August.

I offered to give them six questions, starting backwards from 1944, or six x two questions, starting backwards from August 1970. They took the 6x2 set. Here they are:

August 29, 1970: you Boeing guys may grind your teeth and clench your fists, but you should know what rival company's prototype flew from Long Beach Airport on its way to Edwards Air Force Base, California, for flight testing and F.A.A. certification.

August 27, 1962: what significant interplanetary visitor left Cape Canaveral this day? Hint: one of two, built by the Jet Propulsion Laboratory.

August 31, 1956: again, you Boeing guys, but this time you should be proud of what first production plane flew from your line, with 'Tex' Johnson and 'Dix' Loesch, Jr. driving? Bonus: what's it for – what airplane needed its support?

29 August 1955: super-pilot Wing Commander Walter Frame Gibb, Distinguished Service Order, Distinguished Flying Cross, flew what super-plane to a new Fédération Aéronautique Internationale altitude record of 20,083 meters, 65,889 feet? Hint: not one of our planes, but it was so great we 'fudged' the 'Rules' so that we could have some, too.

23 August 1954: another prototype question, again from a Boeing competitor. The first of these flew from Lockheed's air terminal in Beautiful Downtown Burbank to Edwards Air Force Base. Hint: it's such a useful plane, it's still in production!

30 August 1952: really bad day at the International Aviation Exposition in Detroit. Everyone was there to have a good time: 51,000 spectators, including General Hoyt S. Vandenberg, Chief of Staff of the United States Air Force. They watched two new planes in a low-altitude flyby when the left wing of one came off, followed by its tail. You need those! What new in-service Air Force highly-specialized fighter was this?

21 August 1944: our Navy got a new weapon this day. What prototype of its new high-performance shipboard fighter flew from Bethpage, with Robert Lester Hall at the controls?

27 August 1939: that ace pilot Erich Karl Warsitz took to the air this date, and everyone around who heard it said "What is that SOUND? We've never heard anything like that before, ever!" What plane was he flying?

29 August 1938: Not a Russian, but the first three of his four names were Alexander Nikolaevich Prokofiev. He departed Floyd Bennett Field flying a plane of his own design, on route to Lockheed Air Terminal in Beautiful Downtown Burbank. He left at 7:37 AM, finishing his flight ten hours, two minutes, and 57.7 seconds later, with a stop in Kansas City for a half-hour to refuel. He set a new East-to-West Transcontinental Flight record. In what? Hint: this particular plane is pretty obscure, but would evolve into the Army Air Force's latest-and-greatest fighter of its time.

14–22 August 1932: Gosh, I wish I could be as macho as Iris Louise McPhetridge Thaden and Frances E. Carter Harrell Marsalis! Flying their Curtiss Thrush-J over Curtis Airport, what kind of record did they set for the Fédération Aéronautique Internationale?

8 August 1929: This date saw the departure of what aircraft, as it left Lakehurst Naval Air Station to do successfully something that had never, ever been done before? Bonus question: who paid most of the bills – not out of philanthropy! – but instead sending reporters along to fill news for his papers?

20 August 1908: At Fort Myer, something happened that – although we don't know how many Army guys were there, or if they appreciated its significance at the time – would transform the Army of the future out of all recognition

6x2 Questions Answered, Courtesy of Website 'This Day in Aviation History'

- 29 August 1970: The McDonnell Douglas prototype widebody airliner, DC-10-10, N10DC, made its first flight from Long Beach Airport to Edwards Air Force Base, California, for flight testing and F.A.A. certification.
- 27 August 1962: Mariner 2 lifted off from Cape Canaveral, aboard an Atlas-Agena B launch vehicle. Mariner 1 and 2 were identical space probes built by the Jet Propulsion Laboratory and sent to Venus.
- 31 August 1956: The first production Boeing KC-135A Stratotanker, 55-3118, named City of Renton, made its first flight. Built as an aerial refueling tanker to support the U.S. Air Force fleet of B-52 strategic bombers.
- 29 August 1955: Wing Commander Walter Frame Gibb, flew English Electric Canberra B Mk.II WD952, to the record ceiling of 20,083 meters (65,889 feet) [*If the father of the newsletter editor was an engineer on this aircraft, can it then count as one of "ours"? – ED*]
- 23 August 1954: The first Lockheed YC-130 Hercules four-engine transport prototype flew from the Lockheed Air Terminal at Burbank, California, to Edwards Air Force Base.
- 30 August 1952: accident occurred during a fly-by of two new Northrop F-89C Scorpion all-weather interceptors. During a low-altitude, high speed pass, the left wing of the lead interceptor separated. The tail also broke away and the fighter crashed and exploded. In the resulting fire, the Scorpion's 20 millimeter cannon shells detonated. Major Donald E. Adams, a fighter ace who had won the Silver Star in Korea just months earlier, was killed, along with Captain Edward F. Kelly, Jr., the radar intercept officer. Five people on the ground were injured by falling wreckage. The second F-89 landed immediately at Selfridge Air Force Base.
- 21 August 1944: The first of two Grumman XF8F-1 Bearcat prototypes, Bu. No. 90460, a light-weight high performance interceptor, designed to operate from the U.S. Navy's smaller aircraft carriers.
- 27 August 1939: Flugkapitän Erich Karl Warsitz, a Luftwaffe pilot assigned to the Ministry of Aviation (Reichsluftfahrtministerium) as a test pilot, made the first flight of the Heinkel He 178 V1, a proof-of-concept prototype jet-propelled airplane.
- 29 August 1938: At 7:37 a.m., Alexander Nikolaevich Prokofiev-Seversky departed Floyd Bennett Field, flying a Seversky AP-7 Pursuit, NX1384, an all-metal monocoque monoplane of his own design and manufacture.
- 14–22 August 1932: Over an eight-day period, Iris Louise McPhetridge Thaden and Frances E. Carter Harrell Marsalis flew a Curtiss Thrush J, NR9142, over the Curtiss Airport at Valley Stream, New York. Their flight set a Fédération Aéronautique Internationale (FAI) World Record for Duration of 196 hours, 5 minutes. (Of course Bob Peterson, who fancies himself a GREAT wit, suggested that the first thing they needed after their epochal flight was a rest room!)
- 8 August 1929: The rigid airship Graf Zeppelin, LZ 127, under command by Dr. Hugo Eckener, departed Lakehurst Naval Air Station, New Jersey, heading east across the Atlantic on the first aerial circumnavigation by air. The flight was sponsored by publisher William Randolph Hearst, who placed several correspondents aboard.
- 20 August 1908: Orville Wright brought a Wright Model A to Fort Myer, Virginia, to demonstrate it to the United States Army.



Photo of the Month

Lockheed L-188A Electra, used by the Los Angeles Dodgers baseball team from 1961 to 1970.

Source: SDASM

Upcoming Model Shows

September 21 - Oregon Modelers Society Fall Model Show. Camp Withycombe, 10101 SE Clackamas Rd., Clackamas, OR. For more information please visit the club's website at

<https://ipms-oregon.org>

September 28 - IPMS Boise Fall Show. Foothills Christian Church, 9655 W State St, Boise, ID. For more information please visit the club's website at

<http://ipmsboise.org/fallshow.html>

October 12 - IPMS Vancouver Fall Show. Bonsor Recreation Complex, 2nd Floor "Arts Room", 6550 Bonsor Avenue, Burnaby, B.C., Canada. For more information please visit the club's website at

<https://ipmsvancouver.squarespace.com/>

PrezNotes

from page 1

when applied. Squeeze a tiny bit into a tin, add no more than one or two drops of water, mix it up and brush it on sloppy-like (think of Tom Sawyer whitewashing a fence). It works best when applied to a flat, acrylic surface (no gloss, no distillates). If you already use acrylic paints, you're good to go; otherwise you will need to prep the surface first. I add a warm brown filter over everything when I am done to fix the gouache in place.

Step 2: Mig Winter Camouflage Wash – When I first used this stuff I thought I got ripped off. It looks like over-thinned dirty water, and not very white. Once it dries however, it takes on a dull sheen and looks remarkably like dirty ice, especially in corners and along the bottoms of objects. Layer it on with a brush and let each layer dry before adding another so you don't overdo it.

Step 3: Dry brush dirt and filth. I use oil paints that I have leached the linseed oil out of for an hour on a piece of cardboard.

My favorite shades for this application are Old Holland Warm Sepia – a kind of 'coffee with cream' color, and WN Raw Umber.

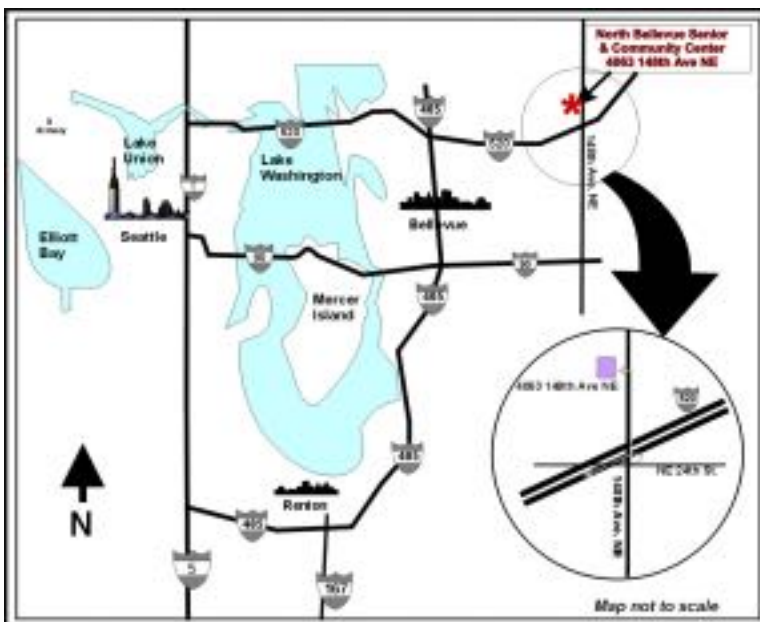
Step 4: Snow and Pigments - Squadron 'Snow' Dust is my jam, but there are many similar products on the market. Like talcum powder, this very, very fine white 'snow' puffs every time you touch it, so it's kind of messy to work with. But when lightly dusted on a rough surface, it sticks pretty well, especially if you use a paint brush damp with water to prepare some surfaces. I'll add earth-tone pigments last, if needed, working from light (old and dry underneath) to dark (new and wet on top).

Easy Peasy! See you next Month!

Eric

Meeting Reminder

September 14



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.