

AUGUST 1993

August Meeting: 10am, Bellevue Library, Aug. 14th

THE 1993 IPMS/USA NATIONAL CONVENTION, ATLANTA

Registrations: 749                      Models: 1801

Areas Represented: 42 states, Switzerland, Philippines, Sweden, Norway  
Russia, Columbia, Mexico, Canada

Along with a few other members of IPMS Seattle, my Wife and I attended this year's National Convention in Atlanta, Georgia. Having departed Seattle on Wednesday, July 28th in a heavy rain storm, and a temperature of 60 degrees, Atlanta upon arrival at midnight that evening was 75 degrees and dry. On no day while there did the daytime high temperature drop below 90 degrees, nor did it rain one drop. Such a great feeling.

Being rather biased, having helped host last year's very successful Seattle National Convention, here are some thoughts on this year's event. Trying to pick up my Convention package at the pre-registration desk was a bit of a nightmare. Despite the fact that there were only nine people in front of me in the line, and we were all PRE-registered, it took a full half hour before I got to the front of the line. Then they couldn't find my packet.... Worse, the Atlanta folk had only printed up my badge, despite being told months in advance that my wife would be accompanying me. Turns out they did this for everyone who registered more than one person in their party. Only the primary registrant's badge was pre-printed, you had to fill out a slip of paper with anyone else's name and come back later for their badges. Not my idea of organization.

Upon opening the Convention Publication, I was most disappointed. Two of the main articles were from commercial concerns, to my mind just glorified advertising, although I suppose if you were interested in their subject matter, you might have been more generous. The length of the publication was 32 pages, vs 56 for last year's Seattle effort. And the decal sheet? Suffice it to say, anyone wanting it can have mine.

Following registration, I headed off to the vendor room so as to be in on any opening day bargains. The main vendor room was very large, possibly 150% the size of Seattle's. Lighting was good, and there was a great variety of vendors. The main injection folk were represented: Monogram/Revell, Minicraft, AMT/Ertl and Marco Polo (Hasegawa, DML, Kirin). Despite having a US office now, Tamiya were absent, as was MRC, who represent Fujimi products. Then came the mail order firms, such as APC, Western Front and MAL Hobbies. Also on hand, large numbers of folk selling "second hand" or "collectable" kits, with prices varying widely. Some had obviously been overly influenced by John Burn's "Kit Collector's Clearing House" prices, others offered better deals. Basically if you needed something old, at least one example was on hand if you had the cash.

Of particular interest to me was the large numbers of vendors selling decals. No longer is your only source of US-made decals SuperScale (thank God). On hand in Atlanta: Repli-Scale, AeroMaster and Meteor Productions. As an example of what is upcoming from US manufacturers, AeroMaster's price sheet lists 83 1/48th sheets for aircraft, and 34 sheets in 1/72nd. Meteor Productions had artwork for a beautiful sheet in both 72nd and 48th scales for the Su 24, including

very attractive markings for the Ukranian Air Force. And while on the subject of decals, did you armor fans know that Tamiya has a series of 35th scale armor decals, covering the Gulf War and WWII German units, each packed with markings and very well printed. And for those of you who are fans of the French firm "Decals Carpena J.L." get them while you can, as it appears the owner is currently residing in a French prison, having been convicted of tax evasion.

From decals to books, and those in attendance included Aerofax, Squadron Publications, and Schiffer, along with a number of smaller book sellers offering new and used books. Unfortunately, I was unable to find the promised Ryton Publications stand, publisher of the new book on the Tiger I, which everyone in the book world seems to be raving about. At \$88 a copy, I thought it would be a good idea to check it out in person before shelling out the dough.

Onto paints, and Floquil has just released new colors to their excellent range, covering various aircraft colors. On hand was the Badger Air-Brush Co, touting their new Accu-Flex range of acrylic colors. Currently the range covers 120 colors, mostly railroad and base colors, although very shortly 15 colors in the Federal Standards range will be out, followed I was assured by other aircraft and armor colors. These paints do cost \$3.40 per bottle, however this is for 1oz measurements, and a big advantage is that the bottles screw directly onto your Badger or Paasche airbrush. The paints are advertised as being made of automotive grade, organic pigments, nontoxic, non-carcinogenic. The literature states the paints are dry to the touch in 3 to 5 minutes.

One problem with the Atlanta vendors, as with St. Louis in 1991, was that they were not all in one room. In fact it took me much searching to discover the Squadron room, way off in a corner, with no adequate signage. There were as many as ten smaller vendor rooms, and it was clearly evident they were doing much less business than those vendors in the main room, obviously due to poor location. One vocal vendor told me it was the "worst organized" convention in his 20 years of attendance.

New Modeling Magazine: yes folks, a new publication for the armor enthusiast was launched at Atlanta, titled "Military Miniatures in Review", and the inaugural edition covered reviews of Tamiya's T-72, DML's ZSU 23-4M Shilka, and a comparison between the Tamiya and DML M1A1 kits. This publication is printed on high gloss quality paper, in black and white only. Each article was a number of pages in length, with clear pictures of the models under construction, as well as detail pictures of the real machines. At \$17.95 for four issues, this mag is not cheap, but at the same time, you will pay the same or more for one kit, only to stick it up on a shelf to gather dust.

Also new, "The TreadHead News", another armor mag, again quarterly, and again at \$18.00 not cheap. I was less impressed with this publication (I didn't purchase a copy), but this may just have been due to the fact that I wasn't interested in the contents (M47 Patton, M4 Sherman Composite Hull, and British Urban Camouflage).

Continuing on the armor theme, and certainly the most impressive looking up-coming kit: a 1/35th scale M26 "Dragon Wagon", with 300+ parts in etched metal, brass, aluminum, plastic and resin. Complete in every detail, or so the advertisement states, this can be had for \$180.00. The trend in armor kits these days is clear: other than a relatively few injection kits from DML/Italeri and Tamiya, the market is being supplied with expensive, multi-media kits of high quality (for the most part) aimed squarely at the enthusiast. I see no problem with this for those who can focus their interests and who actually build, rather than simply

collect, models. The high cost of these "connoisseur" kits precludes all but the wealthiest of us collecting large numbers of these solely to place on the shelf.

Onto the modeling seminars, and here was one area of the Atlanta Convention that was a total failure as far as I was concerned. On the first day of the Seattle Convention (Thursday), there were 12 seminars to attend, on the Friday, 10 more, and one on the Saturday. Atlanta offered one seminar on Thursday, six on Friday, and four on Saturday. Given that I was a judge, this eliminated the Saturday seminars for me, so only seven seminars, total, were open to me as a visitor, vs 22 had I attended the Seattle show as a visitor and judge.

Worse for attendees of seminars, and other events, was the confusion regarding start times. I had a ticket for an Aces Seminar. The ticket stated a 7:00 pm start, the huge poster in the lobby listed 7:30, and an Atlanta organizer, when asked, stated the seminar began at 8:00!!! (Their pocket schedule confirmed the 8:00 time but 7:00 turned out to be the right time). When I inquired as to who the banquet guest speaker was, the two Atlanta Staff members I asked on Thursday said they didn't know, the third I asked on Friday said "you don't have guest speakers at banquets" (dummy!!). The later was correct, at least about not having a guest speaker. Yet minus the speaker, the banquet lasted as long, if not longer, than the Seattle event.

So finally onto the model contest. This was jammed into a room which appeared no larger than Seattle's, with lighting obviously substandard to that of Seattle, and frankly substandard period. Some of the models did manage adequate light, as there were a few intense spotlights hanging from the ceiling, illuminating the odd model here and there. Our own Terry Moore noted that his model was under such a light, illuminating brightly all the flaws on his model. Yet right next to his were other models displaying plenty of errors, yet hidden in the dark, these flaws were very hard to see. Poor Terry...

Much to the disgust of all, the model hall closed at 9pm the first night of the show. After much complaining, it stayed open past midnight the following night. And by close of entries, the room contained a staggering 1,801 model entries (and a greater number of individual models, given that there were many "collections"). Overall quality of these models was good, with fewer "dogs" than at the 1991 St. Louis show, yet far fewer real "gems" than the Seattle show. There was nothing equivalent to the superb Stug III "Best In Show" from Seattle, no Samurai Castle, no Avro WWI bomber. This said, there WERE 140 entries in the 48th single engined prop category, forcing it to be split FOUR times!!! There WAS a collection of 30 A-4 Skyhawks, and TWO dioramas based around 1/48th scale C-130's. However, for me, the most visually impressive model(s) in the show was the mid-air refueling of a B-52 by a KC-135, in 1/72nd scale!!!! The only thing holding up the B-52 was a narrow diameter steel shaft attached to a heavy (concrete?) base. As for the KC-135, it was held aloft solely by the scale refueling probe!!!! Unfortunately for the builder, his engineering skills were far better than his building skills, and he only placed third in his category. However, at ten feet, the KC-135/B-52 was VERY impressive. With luck, some of my photographs will have turned out, and a tentative photo show is set for the September meeting. Oh, and get this, there were TWO DML dud missiles, with launchers. Guess I can forgo my effort!!!!!!!!!!!!

Finally, a word from the manufacturers. Having had a long talk with Tom Walsh of AMT/Ertl, it would appear this firm will be replacing Monogram as America's premiere producer of aviation kits. Unlike

Monogram, AMT will be producing their kits with engraved panel lines. Their first aircraft kit, the KC-135, has been successful beyond AMT's dreams, already selling three times the kits originally expected by the company. This has allowed Tom, who is responsible for AMT's aircraft line of kits, to proceed with funding for new kits. The firm's B-52 is due out in September. For those of you who bought multiple KC-135 kits so as to convert them into other -135 variants, I am afraid you wasted your time and money. Further versions of the "-135" series will be forthcoming over the next few years from AMT, the second, due shortly, will be the EC-135. For those WWII German fans, save your funds for AMT's Ju-88 series, the "G" version due out this month. It is an excellent kit, with fully engraved panel lines, and sells for less than the Italeri version.

Again, a range of Ju-88's will be released over the next couple of years. AMT, based on funding provided from the KC-135, and hoping for success from the B-52, already have a number of other aircraft kits well into design and tooling stages, and Tom says he hopes to see five or so new kits per year for 1994 and 1995. Of interest was that Esci is a fully owned subsidiary of AMT/Ertl, and has been for a number of years!! After some disastrous marketing decisions made by the Esci folks (such as issuing FOUR kits in 72nd of the Fokker F-27 Friendship), you WILL NOT be seeing ANYTHING from Esci which is not dictated by AMT management back in the USA.

Nothing new was mentioned from Hasegawa, and DML's scheduled releases have fallen behind on their promised release dates. The 72nd scale P-61's will not appear until next year, for example. On display was a built up test shot of DML's 48th scale WWII Natter rocket plane, with full launch tower. Now this looked sweet, if I do say so myself!!

From Minicraft, you will probably see only one of their upcoming Catalina Flying boats before year's end. They are retooling their 72nd Me 109 and P-51 kits, and the test shots looked very nice. Also looking nice, their 48th Mig 29 kits and an F-4U kit to the same scale. This firm is also promising a Tiger I kit in 35th scale. However, given that the price on the excellent Tamiya kit has fallen through the floor (from \$45. to less than \$20 through the mail order firms), the economics of this release look doubtful.

Tamiya will be shortly releasing a new-tooled 35th scale King Tiger with Henschel turret. This firm's 32nd F-15C was available for viewing at Atlanta, but at well over \$100, this is about all I will ever be doing, viewing. And speaking of big and expensive, brace yourself for three new armor kits from Verlinden Productions, in their 1/15th scale armor series: Tiger I, Pzkwf II, and M-113. The larger of these kits will retail for over \$200.00. This seems to be the main trend in armor kits, high quality, and high cost, resin kits for the enthusiast, with the two main injection producers, Tamiya and DML, each issuing the same kit (DML T-72 Vs Tamiya T-72; Tamiya M1A1 vs DML M1A1 etc). The Hasegawa entry into 35th scale armor, the Japanese tankette, was available for over \$100, the same price you would pay for hand-poured resin kits.

To conclude then, our hosts in Atlanta were certainly friendly, if a tad confused about what, when and where things were happening. Despite poor lighting, 1800+ models in one room impresses no matter how you look at it, and the vendors were great. However, those who helped with the Seattle Show can be proud that Atlanta did not surpass your efforts.

by A. Birkbeck

THE SOUTHERN CALIFORNIA AIRCRAFT MODELLING TOUR  
By Kevin Callahan

I should apologize up front for giving you a "summer vacation" story, but consider the alternative: three more pages of Andrew! So here goes.

Southern California is unquestionably one of the most popular vacation spots in the country. You know most of the reasons already: Disneyland, San Diego, Yosemite, Sequoia and the like. But there are also quite a few spots that the dedicated aircraft modeller shouldn't miss while in town. There are Air Force bases with significant full-scale aircraft collections, like March AFB in Riverside and Castle AFB in central CA. There are also private collections, such as the amazing Chino Planes of Fame Museum, the San Diego Aerospace Museum, and the Santa Monica Museum of Flying. Specifically for the modeller, all of the private air museums have lots of aircraft models -- though of widely varying quality -- and I found two hobby shops that also had very nice collections of models on hand. In fact, the best single group of aircraft models that I found on this summer's California vacation was located, in all places, along the back wall of a hobby store in Garden Grove.

One of the best collections of flyable aircraft, and the prime attraction of the Chino airport -- unless you're interested in the Men's Prison across the way -- is the Planes of Fame Museum. It should be on the itinerary of any aircraft hobbyist who is passing through Southern California. Not only do they have many beautifully restored fighters and light bombers -- most of which are in flying condition -- onsite, but their restoration workshop is in the center of the main compound. The last time I was at Chino they were working on two P-38s; this time they were deep into a B-25, an A-26, and a P-59 Airacomet. Best of all, they will occasionally roll one of the fighters out of the hangar and start it up. When I was strolling through the outside storage park, I looked up to see a Grumman F8F Bearcat in USN markings circling the airport at low altitude.

I should point out that Chino is sort of the SuperScale of air museums: the product is fine but you had better know what you are looking at, because documentation is almost nonexistent. It is emphatically not a high-tech museum with track lighting and carpeted floors, but rather a series of hangars with (mostly) working aircraft inside. The aircraft themselves are unbelievable, with a P-51(A and D), Corsair, Avenger, Dauntless, P-38, Zero, F7F, P-47, P-35, F6F, He-162, B-17, B-25 and more.

There is also a large number of models on the premises. Some obviously date back to the early days of the museum, and are not to a very high standard. Many of the more recent models are much better, possibly due to the fact that the museum now has its own inhouse modelling club (IPMS - Planes of Fame). There are some topical displays, such as one on passenger airliners of the 1930s

and one on the Soviet AF, but most models are displayed rather haphazardly, in whatever case was available. The model display would definitely benefit from some overall design work to break the exhibit into themes. Also, a bit of text for each model, at least describing the subject and kitmaker, would be helpful.

One note that should be amusing to those of us who have been trying for years to gain modelling access to the Seattle Museum of Flight. On just about every wall in the Chino Museum was a photocopied notice plaintively asking for volunteers to provide completed models for the museum in 1:72 and 1:48 scale. They obviously have ambitious plans for their model display which they don't feel they can provide for internally. Plus they have a museum staff willing to accept -- even to beg for -- outside help in providing a quality model display. Quite a difference in attitude from our local situation.

While I found the model display at Chino to be encouraging, especially when compared to earlier visits, the exact opposite was true at the Santa Monica Museum of Flying. On my first visit to the SMMoF, I found nearly a dozen very nice, purpose-built, large and small display cases filled with (mostly) high-quality models. During this summer's trip, however, all but the two largest cases had been emptied of models and used for general aviation memorabilia. And the models that remained in the largest cases were not the cream of the former crop. I suspect that one or two individual modellers who accounted for the best models split with the museum and took their models with them.

There are a number of interesting fullsize aircraft on display at the SMMoF, including a Spitfire Mk 8, Rutan Voyager, Skyraider, P-39, Yak-3, and a Douglas World Cruiser (so dust off that Williams Bros kit). They also have an impressive collection of desktop and display models -- including one monstrous cutaway of a DC-10 that must have been 12 feet long. Still, it was disappointing to see the museum veer away from the strong beginning they had established in creating a high quality plastic model display.

Air museums are not the only place to see lots of aircraft models. I found two hobby stores that dedicated part of their space (which they could have used to stack more Jurassic Park dinosaur kits, after all) to good model displays. The first is Freiler's Historical models in Hawthorne, ten miles south of LAX. While not a huge store, Freiler's is well-stocked in reference material, magazines, and new kit releases. In the back of the store are two 6x4x6 walkaround display cases, filled with upwards of 100 models. Generally, one case holds 1:72 kits, the other 1:48. Most are well-done, and many are models that one doesn't normally see. There were a number of vacuforms, including the Conrail HP-42, Mya-4 Bison, and the black Valiant B Mk 1. Of course there are Bf-109s and Fw-190s, but the collection was obviously put together with an eye toward the occasional oddball.

It is definitely worth a stop if you don't mind getting that close to Southcentral LA.

For sheer range of collection and quality of construction, I have to admit that the best model display I saw while in California was at Brookhurst Hobbies in Garden Grove. The store recently moved to larger quarters, which allows them the luxury of devoting upwards of 30' of wallspace to display cases. There are four horizontal cases, six glass shelves each, and every square inch is packed with 1:72 models. Good models. Good-enough-to-place-at-most-contests-I've-been-to models. And probably 300 of them. It really is a wonder to behold.

The collection concentrates on four areas: WW1, 1930s and 1940s Luftwaffe, Soviet Air Force, 1940s and 1950s US Navy, and Japanese Air Force (What! No RAF!?) Most models are of fighters and/or single-engined aircraft, probably due to space limitations. The impressive thing was how deep the collection was in its chosen areas. Not just the major injected manufacturers, but short-runs, vacuforms, and resin kits. It was nice to see almost every Huma kit done well. There really weren't many kits I could think of that were not included in the scope of subject matter that had been chosen. And again, these were done to a uniform high standard. All the cockpits I could see into were furnished, all the antenna wires were there, each biplane was fully rigged.

I've already been properly beaten for not shooting up the rest of my film on this collection. But I admit I would have felt a bit silly taking pictures in what is, after all, a retail store. Still, it is certainly worth a stop if you happen to be in the area. Oh yeah, and the store is pretty good too, especially if you're looking for vacuforms or out-of-production kits.

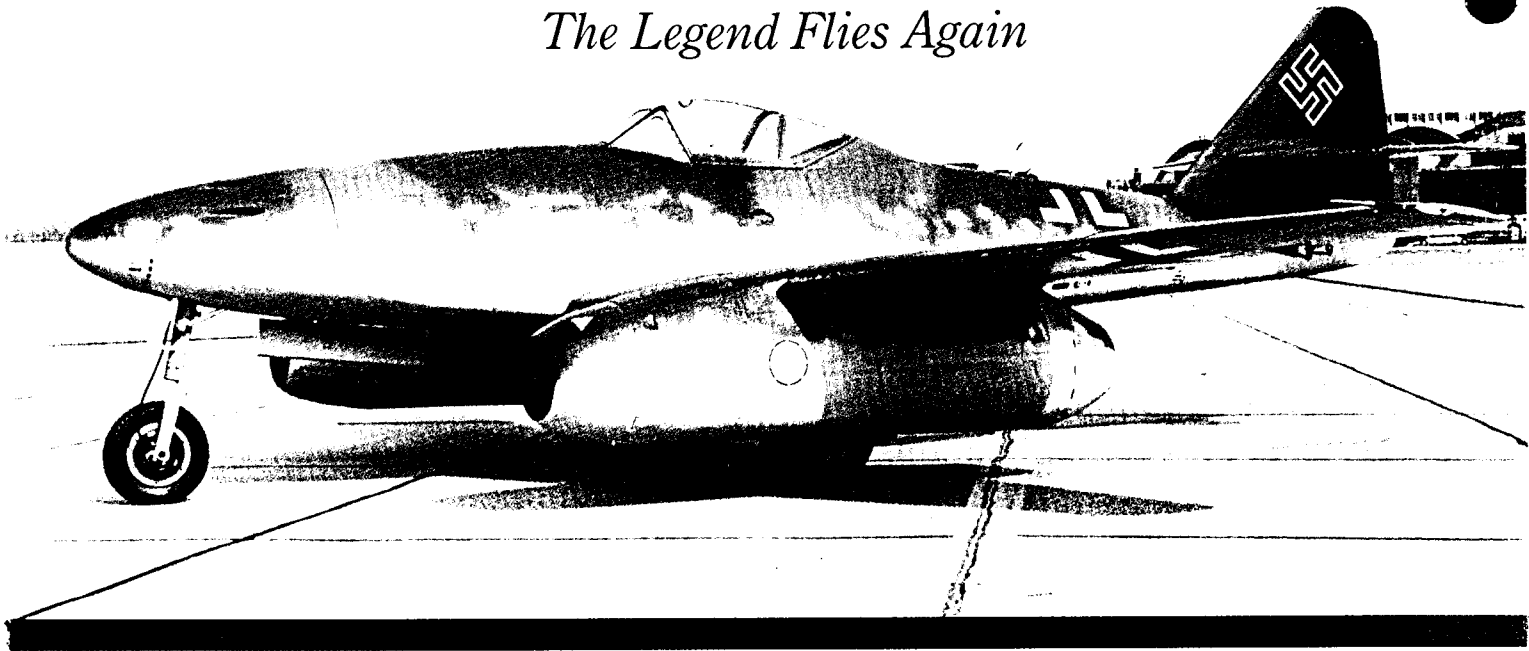
There are two other California museums that I didn't visit in 1993, but have been to in the past. They are both worth a visit. In central California, about 300 miles north of LA, the Castle AFB museum sits near the town of Atwater along Hwy 99. While they have virtually no plastic models (ok, there are some hanging in the cafeteria, but that is getting by on a technicality), the base museum has a truly outstanding collection of full-size airplanes. B-17, B-29, B-50, F-89, C-46, CF-101, CF-100, C-45, and many more. In the boneyard north of the static park sit the pieces of huge B-36 Peacemaker, a long-term restoration project. It looks rather like a giant partially assembled Monogram B-36.

The San Diego Aerospace Museum has not only an excellent set of aircraft exhibits, but shows how well models can be used to increase the impact and information that can be passed on to a viewer. I especially liked their Blue Angels model display, and a large vertical exhibit showing all of the major fighters and recon aircraft of the US Navy.

Further proof that there are other reasons for visiting SoCal than Mickey's Toontown.

# MESSERSCHMITT 262 "SCHWALBE"

*The Legend Flies Again*



The Messerschmitt Me.262 Schwalbe. It was the world's first operational jet fighter and nearly rewrote world aviation history by being so far ahead of its time. Today, the few that still exist are cloistered in museums, never to fly again as originally built due to airframe corrosion and non-availability of operative original JUMO 004 engines.

A limited number of these historic aircraft will now be manufactured by Texas Airplane Factory, Inc. in conjunction with Classic Fighter Industries, Inc., which will provide the original Me.262 B-1A as the reference example necessary for the program. The airplane will be manufactured as if it were a continued production of the original, including all systems, metric sizes, and strict adherence to the original structural fidelity. Original cockpit instrumentation is available and will be used. Modern engines, electrical system, brakes, and avionics will be included but will be installed in reproduction housing and authentic cockpit enclosures so as to maintain original visual fidelity in every aspect. Single-seat version (A1-A) or two-seat version (B1-A) are available.

## NEW PRODUCTION, NOT REPLICATION

**This program is dedicated to exactly reproduce every detail of the historically significant Me.262. Only safety, reliability and purchaser desires will be allowed to alter the aircraft configuration.**



## MEANT TO BE FLOWN

**The customer can, if he desires, have it equipped to the standards of a modern corporate jet complete with any combination of avionics and instrumentation.**

Time has not treated the Me.262 population well. Of the total production, only 8 airframes are known to exist, all of them in museums and none of them even close to being airworthy. One of the few original Me.262 aircraft in existence is currently residing with Classic Fighter Industries and will serve as the reference point for the reverse engineering effort. The availability of this aircraft has made the entire project both possible and practical. A careful study of the original blueprints along with continual cross-referencing to existing aircraft have allowed The 262 Project team to unveil and duplicate every one of the 262's structural secrets. These will be the only flying examples of this historic aircraft available in the world. Their investment value should be carefully considered. Because of the extraordinary effort required to properly plan and execute this program, it is highly unlikely that such a production effort will ever be undertaken again. This is a major effort mounted by a dedicated team for serious collectors/investors only.

Production of the Me.262 will be limited to 5 aircraft, each offered at \$1.45 million.

Contact: Steve Snyder, President, Classic Fighter Industries, (609) 663-2234 or  
Charlie Searock, Lt. Gen., USAF (ret.), (609) 486-7575; Fax: (609) 486-9385.



Sat. Oct. 2<sup>nd</sup>

9:00 - 4:00

Registration closes  
1pm

## IPMS Vancouver 1993 Fall Show Trophy Categories

1. Best ship/naval subject
2. Best armour subject
3. Best figure
4. Best diorama
5. Best use of an air brush
6. Best Canadian subject
7. Best of show Junior
8. Best of show Senior
9. Peoples Choice\*
10. Masters Award\*
11. Best Corvette
12. Best Grumman aircraft
13. Best Battle of Kursk 1943\*\*
14. Best WWII fighter Ace\*\*
15. Best WWI aircraft

\* Categories 9&10 only will be decided by a public ballot of all the contestants. The **Masters category** is for any model which has won at any previous IPMS contest. Including national conventions and Recons, etc.

\*\* In categories 13&14 references must be placed beside the model to show it is relevant to the subject. The references must clearly indicate to the judges that the model is relevant to the subject or the model will not be judged in that category.  
NB More Trophy categories could be added depending on sponsor requests.

### Ribbon Categories

#### Aircraft

1. Out of the box all scales
2. Biplanes all scales
3. Single engine prop 72nd or less
4. Single engine prop 48th
5. Single & multi-engine prop 32nd & larger
6. Twin & multi-engine prop 72nd & smaller
7. Twin & multi-engine prop 48th
8. Single engine jet 72nd
9. Single engine jet 48th
10. Twin engine jet 72nd & smaller
11. Twin engine jet 48th
12. Single and twin engine jet 32nd & larger
13. Military multi-engine jet 3 or more engines all scales
14. Civilian airliners all scales
15. Civilian sport and racing aircraft all scales and all types
16. Vacuumform & scratchbuilt all scales all types
17. Helicopters and rotary winged aircraft all scales

#### Armour

18. Out of the box all scales and types
19. Closed top AFV 48th & larger
20. Closed top AFV 72nd & smaller
21. Open top AFV & artillery 48th & larger
22. Open top AFV & artillery 72nd & smaller
23. Armour conversions all scales
24. Scratchbuilt armour models all scales
25. Soft skinned vehicles, trucks, bikes etc 48th & larger
26. Soft skinned vehicles, trucks, bikes etc 72nd and smaller

#### Automobiles

27. Out of the box all types & scales
28. Factory stock all eras 24th & smaller
29. Factory stock all eras 20th & larger
30. Racing & competition vehicle 24th & smaller
31. Racing & competition vehicles 20th & larger
32. Hot rods pre-1940's all scales
33. Custom rods 1941 to 1960 all scales
34. Pro-street rods 1961 to present all scales
35. Show rods all years all scales
36. Street machines all years all scales
37. Trucks all scales
38. Motorcycles all scales

#### Figures

39. Military, mounted all scales

40. a. Military, on foot 35th & smaller
40. b. Military, on foot 34th & larger
41. a. Non-military, fantasy 80mm & smaller
41. b. Non-military, fantasy 81mm & larger

#### Space & Science Fiction

42. Models of factual vehicles all scales
43. Models of fictional vehicles incl. fantasy all scales

#### Ship

44. Sail Powered all scales
45. Engine powered 600th & larger
46. Engine powered 700th and smaller

#### Diorama

47. Aircraft all scales
48. Armour all scales
49. Automobiles all scales
50. Ships all scales
51. Figures, military all scales
52. Figures, non-military, fantasy all scales
53. Space & fantasy all scales

#### "What-IF"

54. Aircraft all scales
55. Armour all scales
56. Automobiles all scales
57. Ships all scales

#### Miscellaneous

58. Collections, all types all scales
59. Railroad subjects all scales

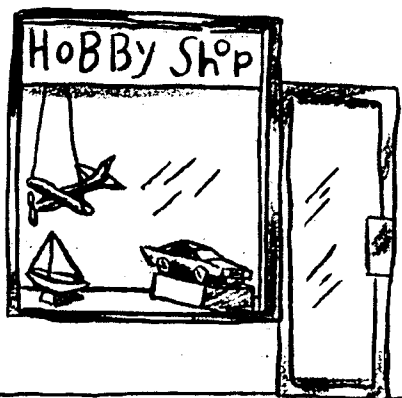
#### Junior

1. Prop driven aircraft all scales
2. Jet powered aircraft all scales
3. Closed top armoured vehicles all scales
4. Open top armoured vehicles all scales
5. Cars & trucks all scales & types
6. Ships all scales & types
7. Figures all scales & types
8. Space & SciFi models
9. Dioramas all scales & types
10. Miscellaneous Models

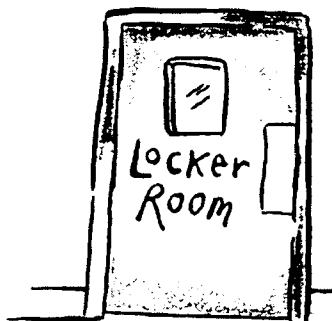
If you plan to bring any large displays or dioramas please let us know in advance so room can be found.

# Drawn Conclusions

by James T. Pendergrast

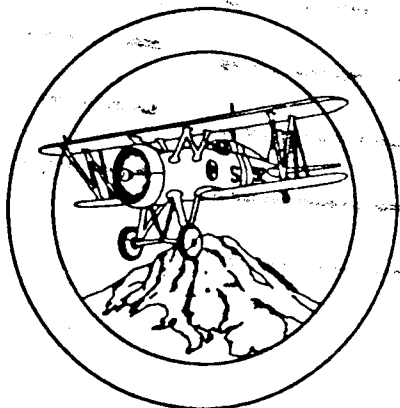


Heaven



Hell

*p e n d e r g r a s t*



**IPMS  
Seattle**

*From:* Andrew Birkbeck  
3209 N.E. 98th Street  
Seattle, WA 98115

*To:* William Holowchuk  
19627 - 133rd Dr SE  
Snohomish WA 98290

