

JANUARY 1993
IPMS SEATTLE NEWSLETTER

JANUARY MEETING: BELLEVUE LIBRARY, SAT. JAN. 9TH, 10:00 AM

I hope that everyone had a safe and enjoyable Christmas and New Year. Surprisingly, given the hard economic times, I for one did quite well from family and friends. Even scored a great resin armor conversion kit plus some excellent books. Hope you all did as well.

Moving on to this month's agenda, we have 1993 Dues payable at the January meeting, being \$12.00. Please insure to bring cash or check to the meeting, or mail in a check if you can't make it in person.

Also at the January meeting we will be electing 1993's slate of Chapter officers. The three officers who steered the Chapter through the 1992 year have all agreed to run again, for the following positions:

Andrew Birkbeck - Secretary and Treasurer
Keith Laird - Vice President
Terry Moore - President

We feel we still have something to offer the Chapter in terms of organizing things, believing that 1992 went fairly smoothly. Should anyone else wish to run against the above three people, you will need someone to nominate and second your candidacy at the January meeting. Once dues and elections are over with, it will be on with the show for 1993.

Much thanks to all those who kindly brought food and beverages to the December meeting. It is always nice to end the year on a sugar-induced high!! Thanks also to those who stayed behind a couple of minutes to help with the task of clean up. If we wish to maintain our good standing with the library, we need a few minutes at the end of each meeting to make sure things are back to the state we found them in upon arrival.

To all the Junior members of the Chapter who participated in the A-7 building contest, we on the Executive hope you enjoyed your little participation bonuses. We look forward to seeing the kits awarded when they are completed. The March meeting will be "completion" time, both for the Luftwaffe Project and for the Juniors' kits. This will allow the Chapter membership to see these models prior to entry into the Recon on April 10th.

CanAm/Recon VII

Regarding the upcoming model Contest and Show, which is of course set for Saturday, April 10th at the Red Lion Hotel, SeaTac. We of course will need volunteers to help run things, and will be looking to sign folk up for various functions at the January meeting. This time around things should be much easier on all concerned. There are no tours to worry about, no seminars, no banquet. We will have the Contest and Display area to organize and of course we will need to register entrants. We will have a small vendor area which will need little or no organizing except by the vendors themselves. Security will be provided as usual, but again the hours are far fewer and for only one day. Finally, judging and award presentation. An attempt will be made to streamline everything, and keep things as simple as possible.

JUDGING: each Chapter from Region VII (principally Boise, Spokane, Bellingham, Vancouver BC, Seattle, Portland and Salem) will be asked to contribute a minimum of two judges for the event. The goal here is to eliminate any legitimacy to charges of "local favoritism" when it comes to judging. If all Chapters participate, the majority of members on the judging panels will be from outside the greater Seattle region. Judging teams will be in sets of three, no Chapter providing more than one judge

per team. This also addresses the topic of "judging favoritism" when it comes to a group of judges "knowing" the entrants and being familiar with the entrants' models, having seen them at local Chapter meetings.

As to what the judges will be instructed to look for when it comes to Contest entries? Again, simplicity is what is being aimed for. Judges will be strongly instructed to begin judging on the basics: general construction, painting and decaling. Only models which score highly in the basics will be allowed to be considered for awards. Seams on aircraft must be filled and sanded smooth. All flying surfaces (wings and tail) must be equally aligned on both port and starboard sides. Undercarriages must also be equally aligned, canopies neatly masked. As for armor: tracks must not be bowed, gun barrels must be straight. In the automobile sections we don't want to see the "orange peel" paint syndrome. Decals must not be silvered, and we don't want to see mold release marks or mold lines everywhere. In other words: BASICS, BASICS, BASICS!!!!

Once the basics have been dealt with, extra points will then be awarded for "weathering" and additional detailing. However, an aircraft with hours of scratch built cockpit and undercarriage details will be eliminated if the seams have not been competently filled and sanded, or the wings are out of alignment. Also, a straight from the box kit which is competently finished will win hands down over a poorly built kit with a ton of added details. The BASIC JUDGING TENANT WILL BE: WHAT IS THERE HAD BETTER BE DONE RIGHT. This is a very simple set of "rules", yet in many a contest these have not been followed. The results have been First Place winners with misaligned tracks, fuselage seams as wide as the Grand Canyon and "Best Automobile" with the dreaded "orange peel" paint. Sloppy modeling, and sloppy judging. Great efforts will be made to eliminate most of these "judging errors" by the Recon VII judges.

Finally, and this is very important when it comes to a successful Contest and Display: LEAVE YOUR EGOS AT HOME. We want this to be a fun event for everyone, and obviously it tends to be more enjoyable if you place First rather than Third, or Third rather than not at all. However, don't attach a ton of emotional baggage to your entries so that if for some reason your "sure thing" doesn't do as well as you thought, you don't embarrass yourself and the Organizers by losing your cool in public.

Regarding the Recon, please note that it is both a Contest AND a DISPLAY. We plan on having a number of tables with plenty of room for all those folk who either are unwilling or unable to enter the Contest. Regarding the former grouping, there are a number of modelers who for whatever reason dislike entering Contests and yet who do very nice modeling work. The Display area is for you folk, a place where you can display your models for the enjoyment of everyone else without the worries of going up against anyone else's models.

As for the later category, this covers those models that have already placed in a previous contest, such as the Nationals or a local contest and which are therefore ineligible to compete at the Recon. However, the Organizers of the Recon want tables full of models, and just because a model has placed previously doesn't mean it should disappear from the Public's eye never to be seen again. Finally, there are many excellent modelers who build models from non-IPMS materials, especially metal and wood. Again, bring these models to the Recon for display.

I was out and about shortly after Christmas and decided to visit Comstock's Bindery & Bookshop, located at 257 E. Main St., Auburn. Owned by David Comstock, this is quite the bookshop, with huge stocks of second hand books. I managed to pick up some excellent out of print books on British armor, allowing me to fill some large holes in my collection. I highly recommend a visit to this treasure trove of reading material in Auburn and have a look around. Dave is always coming up with new stock, so let him know what you are interested in and he might be able to help.

ATLANTA NATIONALS 1993

We received our first information regarding the 1993 National Convention in Atlanta. Rather late I would have thought, but whatever. The horror was the cost of Award packages for 1993. You might remember that for \$80.00 you could sponsor a "Full Package" in Seattle, which consisted of First, Second, Third and Best Out of the Box. As a discouragement to partial sponsorship, we had set high prices on individual First Place sponsorship at \$40, Second or Third at \$30.

For the Atlanta Convention, a Package consisting of First, Second and Third costs \$90, with individual Firsts at \$50, Second at \$40 and Third at \$30. I believe things are truly getting out of hand, for at the time it was believed that \$80 was a big chunk of change to charge last year. \$90 represents a 12.5 percent increase over last year's costs, a bit much if you ask me. From the Convention fund, Seattle will be sponsoring at least one full category, but anything more will require a great deal of thought. The sponsorship when it is sent will definitely contain a strong word of concern at the high cost of Sponsorship participation. Things are well and truly getting out of hand, cost-wise.

DML - NATO VERSION, MLRS - MULTIPLE LAUNCH ROCKET SYSTEM Andrew Birkbeck

For my major New Year's resolution, I have promised myself that I will bring one kit a month to the Chapter meeting, starting with this month's meeting. This represents a 600 percent increase over 1992, and would represent more models completed in a year than any year since I began modeling in 1968. The later being a rather sad statement on my life so far.

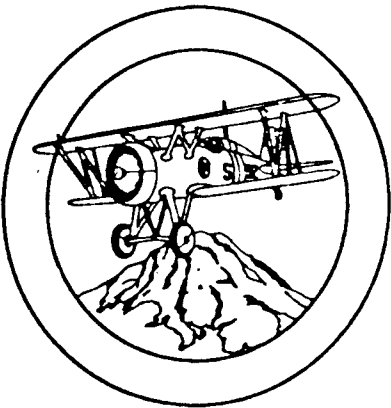
For the February meeting, I am building the above-mentioned kit, one of the latest in an ever expanding range from DML. I am half way through construction on this kit, and here are my thoughts so far. Firstly, unlike many a DML 1/72nd aircraft kit, their 35th scale armor kits seem to fit well. So far I have not required any major surgery or putty to get parts to fit. What is noticeable is that a number of parts are overly "thick", that is, not to scale, lacking crispness. I have found this lack of "crispness" to be common on many DML armor kits I have seen.

The killer on this kit so far, and a very big negative from my point of view, is the terrible placement of mold release pin marks. Throughout this kit they appear in the worst areas. Inside the main cab, there are a number of unsightly pin marks, calling for putty and sandpaper if you wish to leave the cab doors open. There are a number of such flaws on the missile launching turntable which frankly will take hours of hard work to remove due to the large number of marks and the incredible difficulty you will experience trying to get at them. Finally, every one of the individual track links has a large mark on the rubber pad. Surely such release marks could have been engineered into a less conspicuous position on each part?

Finally, the instructions require some careful study, with backup consultation of good reference pictures. This so as to insure parts go on the kit in the correct place and round the right way. Luckily for the modeler an excellent reference exists in Verlinden's "Warmachines No.12", which covers US and Nato MLRS vehicles. This publication is all you will need if you wish to super detail this kit. Sadly for me, it was rather lacking on British coverage.

Despite the above criticisms, the kit does seem to be going together well, and I should be able to hide most of the surface flaws mentioned with a little thought and work. The kit is recommended for anyone interested in modern European military vehicles, and it did serve in the Gulf War with British and US forces.

WANTED TO PHOTOCOPY: ALL OLD ISSUES OF THE ARMOR PUBLICATION "G2-AFV"
See Andrew Birkbeck at the January meeting or call 522-3539 evenings.



**IPMS
Seattle**

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

**To: William Holowchuk
17427 - 133rd Dr SE
Shoreline WA 98148**