

# NEWSLETTER

EDITED BY KEVIN CALLAHAN

APRIL-MAY 1994

## The 1994 IPMS-Seattle Recon

The large sigh of relief you heard a couple of weeks ago was the 1994 Recon organizing committee celebrating the fact that we have survived another annual contest intact.

The Recon was attended by over 300 visitors and more than 500 registered model entries. Since 3 registrations in the Collections category included nearly 70 models between them, there were almost 600 models to look at on the day. Since we began with 1700 square feet of table space, 500 feet more than in 1993, we thankfully didn't have any problems with lack of space.

The weather came through for us, perhaps too well. Earlier in the week, when it was snowing in Seattle, I was worried that the weather would be so bad no one would come to the show. On Saturday, when it was 70 degrees and brilliantly sunny, I was worried that the weather was so *good* no one would come!

As usual, aircraft dominated the entries by a wide margin. Armor made a serious resurgence, after being almost absent from the Vancouver and Whidbey shows. The biggest mystery, in terms of

numbers, was where the car modellers were hiding. Vehicle entries, which have come close to the aircraft categories in the past, were almost literally nowhere to be seen. There was a rumour floating around that the region's auto modellers were actually boycotting the show, but I have to question the logic in that. No one I talked to had a reason why even an informal boycott would have been called.

As always with a regional show, the work on display was beyond belief, and still managing to get better all the time. The P-51 Mustang category was especially good, with a dozen well-executed examples in a variety of markings. There were two exquisite Sikorsky flying boats (an S-38 and S-39) in the vacform category, and a very nice silver Nieuport 17 hanging out with the biplanes. World War 2 props were literally all over the place; they were the most heavily entered categories in both 1:72 and 1:48 scale. Many new kits, including the Minicraft Catalina and MPM Ascender, were represented. Plus I noticed quite a few resin kits, including a Fairey Fulmar and a North American O-47 recon aircraft, in attendance as well.

Two areas in the aircraft categories were surprisingly light: helicopters and 1:32 scale types. It seemed for a while that model companies were in a frenzy to make *BIG* kits (such as the Revell and Hasegawa 1:32 models, Tamiya's recent F-15 and announced 1:32 F-4) but at this Recon at least few had apparently made it into the final stages.

I didn't hear many disparaging comments (though there are some people out there who would complain about how the Second Coming was organized) but the ones that were made came through loud and clear. The biggest problem had to do with the rule about not entering models that had won at other contests in Region 7. The rule itself was widely ignored -- on my first circuit of the show after Registration closed I found over a dozen models that had received ribbons in the last year entered in regular categories. Not only is this unfair to the other entrants in the various categories -- many of those re-entered models won again -- but it is also unfair to the people who *obeyed* the rules and placed their winning models in the display only area.

I still feel that our basic reasoning behind excluding models that have won elsewhere is valid. I don't think anyone, except possibly the model builder, wants to see the same dozen models winning every ribbon at every show. However, the group membership has strongly gone on record as saying that *no* model should be prevented from competing in the Recon. Given that the vote to allow all entries was virtually unanimous at the April meeting -- and only politicians can ignore *that* kind of percentage -- we have revised the rules accordingly for the 1995 Recon.

One other problem concerned where to locate certain unusual model subjects, like aircraft engines or cockpits. Next year there will be a Miscellaneous category that will include anything not covered anywhere else. Remember the totem pole from the 1993 Recon.....

In recognition of the category winners, elsewhere in the newsletter you should find a complete list of everything that won in all 56 categories. Congratulations are due to all; there was some fine work on display this year.

As far as the finances of the event are concerned, we did make a modest amount of money. Not much, but at least we covered our expenses, which is the bottom line. We did well enough to hold another event in 1995, anyway.

By the way, we announced the 1995 Recon's "straight-from-the-box" categories. As you'll remember, each year IPMS-Seattle sponsors a category for the best SFTB model of a chosen type (in 1993 it was F-4 Phantoms, in 1994 it was P-51 Mustangs). For 1995, the chosen model will be the Supermarine Spitfire, in *both* 1:72 and 1:48. 1993/4 saw the release of many very nice Spitfire kits (Fujimi, MPM, and Ventura in 1:72, Hasegawa and Tamiya in 1:48) and we think it is time to get a bunch of them together. Each scale will have its own SFTB category.

I'll end this Recon recap with a personal observation. I've been involved in a lot of volunteer operations, and the one thing that most have in common is that no one wants to volunteer for anything. It seems that everyone wants miraculous things to happen, but nobody wants to expend any effort to get the thing done.

I'm happy to say that IPMS-Seattle is not like that at all. We asked for help setting up on Friday night, and almost 15 people showed up. I can't tell you how easy that made things! Even on Saturday night, when everyone was dead tired, a bunch of people stayed around to help fold tables and clean up. I'm not going to list the names, since I will inevitably forget someone (with my memory, probably several someones). The organizing team (basically Andrew Birkbeck, Terry

Moore, and myself) can take some of the credit for doing the prep work, but those of you who helped out were the ones who made the 1994 Recon the success it definitely was!

*Kevin Callahan*

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In the coming events file, I would like to point out that the Yakima Model Makers are having their first annual Exhibition on June 18 at the Larson Gallery in Yakima. The gallery is located on the campus of Yakima Valley Community College. Hours are 10.00 am to 5.00 pm, and admission is \$1.00. In the next newsletter, I will reprint their flyer in full. But if you have any questions in the meantime, you can contact the organizers: Brian Willett at (509) 837-4435 (6.00 pm to 10.00 pm) or Mark Frailey at (509) 882-1728 (1.00pm to 10.00 pm). The Yakima group gave our Recon some strong support, so please consider making a trip out to their show.

Also, I want to once again point out that there will be no newsletter for May. The Recon and a vacation threw my schedule off a bit, but by then I should be back on track. The June newsletter should reach you around month-end May.

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A couple of notes from Scott Taylor:

Greetings, trivia fans. The winner for March is Bill Osborn with eight correct answers. William Johnson and John McCarty tied for second with five correct. And for Terry Moore, I stand corrected -- the Akagi did not survive the war, but the Nagato did.

Next month we will have another trivia quiz, although

either obscure questions are starting to dwindle or you folks are getting wiser!

Also, I am selling my collection of over 325 1:24 and 1:25 model cars. My collection encompasses the periods from 1920 to present, and consists of street stock and closed and open wheel race cars. Many are rare. Most kits are unbuilt

and in the original boxes. Some are worked on and a few are built.

For a complete list of available cars and prices, please see me at the next meeting or call 839-1704 (leave your message on the recorder). Scott Taylor.

## Hobbycraft 1:48 scale Sea Fury

BY GERRY NILLES

**HISTORY:** The Hawker Sea Fury was the last of the line of great British piston-powered fighter aircraft. It was powerful, graceful, and with its five-bladed prop, the fastest propeller-driven fighter ever to see service with the British military. Like the US Navy's Tigercat, Bearcat, and Skyraider, it also was an aircraft that never saw combat in the war that it was designed for. The Sea Fury was originally conceived as a lighter version of the Hawker Tempest. The design stemmed out of the need to match up against the more maneuverable Japanese aircraft that were being encountered in the Pacific Island campaign. The British Admiralty saw its potential as a multi-service aircraft for use by both the RAF and the Fleet Air Arm. However, delays due to design problems, the end of the war, and the advent of the jet age made it almost obsolete before it went into production.

The saving grace of the Sea Fury came as a result of the post-war gap in Royal Navy development of carrier-based jet aircraft, and the outbreak of hostilities between North and South Korea. At the time of the Korea conflict, the Sea Fury was deployed with the Fleet Air Arm as a fighter/bomber. Unlike the US Navy, the use of jets on British carriers was still in development. To its credit, the Sea Fury held its own quite well in the Korean sky. Like the late model Corsair and Skyraider, it was much better suited for ground support missions than were the jets of that time. Although not a match for the MiG-15, Sea Furies were credited, on several occasions, with shooting down these Soviet-built jets.

**THE KIT:** The Hobbycraft 1:48 scale kit of this era-ending fighter/bomber is simple and, generally speaking, well done. Kit fit is good, with only a little filling needed at the body/wing joint. Assembly is very straightforward and, again,

almost simple. This trait is very helpful in that a lot of additional filling and sanding is avoided. Overall detail is adequate. But, I am sure that much more could be added if someone was so inclined. However, out of the box is not bad at all.

Engine detail consists of a washer-shaped piece with slightly raised cylinder detail on it, but you can't really even see that once the cowling and prop/spinner are in place. Cockpit detail includes a floor with side consoles and rudder pedals molded in, a separate bucket seat, an instrument panel with raised instruments, and a correct British ring-style control stick. The fuselage halves also have molded-in ribs and stringers in the cockpit area.

The only problem I had was with the forward part of the cockpit. There is no gun sight in the kit, and the area right below the windscreen and forward of the canopy frame is open, with the instrument panel forward of that. What

little reference data I had -- which included the Squadron publication *Hawker Sea Fury In Action* and one of the old Profile publications -- didn't show any cockpit details. However, a review of the Squadron publication on the Hawker Typhoon and Tempest *did* show a photo of the Tempest cockpit, looking forward. The photo revealed that the area right below the windscreen was indeed open, and that the gun sight was mounted on a tubular bracket assembly. This assembly was attached to the lip that was formed by the windscreen to fuselage joint. I would say that a little scratchbuilding is required if you want to do it right.

The kit markings are done well and include two schemes: a British Fleet Air Arm Sea Fury used during the Korean war and a Dutch Sea Fury. The sheet also includes an instrument panel and side consoles.

**PROBLEM AREAS:**  
**WARNING! Disregard figure #2 of the instruction sheet and DO NOT install the propeller blades until the very last!!**

The only problem besides the lack of a gun sight were the instructions. They are a little lacking and the sequence is wrong; thus, my warning about step #2. I don't know how you can foul up the assembly

guide on such a simple kit, but it was.

Other items that the instructions do not give you are any guide to the interior colors, placement of the console decals (which decal goes where?), and correct prop blade placement. The problem with the prop blades is that they are molded individually with a locating pin. The locating pins are not keyed into the spinner for correct direction angle or pitch, and no accurate positioning diagram is supplied with the instructions. I highly recommend that you check a photo reference before gluing them in place.

## 1994 Spring Show (IPMS-Whidbey)

BY KEVIN CALLAHAN

On Saturday, February 26, I had a chance to visit a show that I had never been to before, the IPMS-North Whidbey Model Contest. Held in a Best Western Hotel in Oak Harbor, the show is small enough to be cozy, but still had enough models on display (around 200) to justify the drive up from the Seattle area.

IPMS-Seattle was there in force. I noticed that at least Jim Schubert, Ted Holowchuk, Bill Osborn, Terry Moore, and Andrew Birkbeck were carrying

ribbons and/or plaques out the door at the end of the day.

Aircraft and cars still make up most of the contest entries, though figures continue to be popular also. Armor modellers seemed to have evaporated completely, if turnout on the Whidbey tables is any indication.

An encouraging trend that I had noticed in the 1993 shows is that the types of aircraft models being displayed is getting more and more diverse. Though there was a percentage of modern jets

(what would a Whidbey Show be without at least some A-6s?), many of the models were of lesser-known planes. There were quite a few models from vacforms (Formaplane, Esoteric) and short-run kits (Meikraft, Huma). Model manufacturers seem to have gotten the F-4s, F-18s, and F-16s out of their systems, and modellers are showing themselves willing to work in less familiar media.

All in all, the twice-annual show is worth a drive up, especially since you get to drive through some very nice scenery to get there.

# 1994 Recon category winners

## CATEGORY 1: BIPLANES

**BEST A/C** FIRST: Nieuport 17C, Ed Dickson  
SECOND: Pfalz D-3a, Larry Schiller  
THIRD: Fokker D-7, Ted Holowchuk

## CATEGORY 2: SINGLE ENGINE PROP (1:72)

FIRST: Nak. Ki-44 Tojo, Jim Schubert  
SECOND: Mess Bf-109G-6, Mark Smith  
THIRD: Fw-190A8/R11, John Valadez

## CATEGORY 3: MULTI ENGINE PROP (1:72)

FIRST: Junkers Ju-88A4, K. Eckhart  
SECOND: Boeing B-17G, Les Sundt  
THIRD: Martin B-26, Les Sundt

## CATEGORY 4: SINGLE ENGINE JET (1:72)

FIRST: MiG-21MF, Troy Wandio  
SECOND: MiG-21PF, Mark Smith  
THIRD: MiG-15, Troy Wandio

## CATEGORY 5: MULTI ENGINE JET (1:72)

FIRST: Mess Me-262B, Kent Wilcox  
SECOND: McD-D CF-18, Andy Sanns  
THIRD: McD-D F-4, ?

## CATEGORY 6: HELICOPTERS (1:72)

No entries

## CATEGORY 7: SINGLE ENGINE PROP (1:48)

FIRST: Spitfire PR-11, Wayne Holmes  
SECOND: Curtiss P-40C, Terry Clements  
THIRD: NA P-51D, Brian Nick

## CATEGORY 8: MULTI ENGINE PROP (1:48)

FIRST: Mess Me-110G, Jeff Smith  
SECOND: Mistel S2, John Graves  
THIRD: Short S-31, Terry Moore

## CATEGORY 9: SINGLE-ENGINE JET (1:48)

FIRST: LTV A-7E, Les Kuena  
SECOND: Sukhoi Su-7, Hans Beennink  
THIRD: NA F-100, Les Sundt

## CATEGORY 10: MULTI ENGINE JET (1:48)

FIRST: Lockheed S-3, Jeff Smith  
SECOND: NA A-37, Rocky Rockwell  
THIRD: McD-D F-18, Les Kuena

## CATEGORY 11: HELICOPTERS (1:48)

FIRST: UH-1D, Bill Speece

## CATEGORY 12: 1:32/LARGER (PROP)

FIRST: Junkers D-1, Joe Zappa  
SECOND: Spitfire 5b, Mitchell Albala  
THIRD: Mess Bf-109E-4, Brian Willett

## CATEGORY 13: 1:32/LARGER (JET)

FIRST: Mess Me-163, Brian Willett  
SECOND: Dglas A-4F, Garland Angleton  
THIRD: F-16 cockpit, Mark Andrews

## CATEGORY 14: AIRLINERS

FIRST: Junkers F-13, Brian Mulron  
SECOND: Douglas DC-3, Larry Petit  
THIRD: Junkers F-13, ?

## CATEGORY 15: CIVIL, SPORT, RACING

FIRST: Pitts S-2, Ed Dickson  
SECOND: Ercoupe, Terry Moore  
THIRD: Bede BD-5, Larry Schiller

## CATEGORY 16: 1:100/SMALLER

FIRST: GenDyn FB-111A, G. Adams  
SECOND: Douglas A-24, G. Adams  
THIRD: SAAB Viggen, Herb Arnold

## CATEGORY 17: VACUFORM/SCRATCHBUILT

FIRST: Sikorsky S-39, Raleigh Williams  
SECOND: Sikorsky S-38, R. Williams  
THIRD: Blackburn Firebrand, N. Shaw

## CATEGORY 18: CLOSED-TOP (PRE-1945)

FIRST: Sherman, Rocky Rockwell  
SECOND: Sherman, Paul Ryall  
THIRD: Churchill Mk4, Garland Angleton

## CATEGORY 18B: LARGER SCALE

FIRST: Jadg Tiger, Brad Neavin  
SECOND: Sherman, Brad Neavin  
THIRD: Minenpzr, Brad Neavin

## CATEGORY 19: CLOSED-TOP (POST-1945)

FIRST: M163, Paul Ryall  
SECOND: German Marder, Troy Wandio  
THIRD: M-113J, Troy Wandio

## CATEGORY 20: OPEN TOP

FIRST: M8 HMC, Rocky Rockwell  
SECOND: M42, Gerry Nilles  
THIRD: M3 halftrack, Mac Neuyen

## CATEGORY 21: ARMORED CARS, 1/2TRACKS

**BEST ARMOR** FIRST: Sdkfz 250/3, Rocky Rockwell

SECOND: Russian WW1, Joe Zappa  
THIRD: V-100, Troy Wandio

CATEGORY 22: SFTSKINS,ARTLLRY,MISSILES  
FIRST: Opel Maultier, Rocky Rockwell  
SECOND: Krupp truck, Whitney  
THIRD: Horch Jeep, Whitney

CATEGORY 23: 1:72/SMALLER  
FIRST: Churchill MR, George Haas  
SECOND: Merkawa, George Haas  
THIRD: Type 97 Chi-ha, Bruce Johnson

CATEGORY 24: CARS - FACTORY STOCK  
FIRST: 31 Cadillac, Wayne Holmes  
SECOND: 33 Cadillac, Joe Spitzer  
THIRD: 64 GTO, Joe Spitzer

CATEGORY 25: CARS - COMP(CIRCLE)  
FIRST: McLaren F1, Mike Bara  
SECOND: Lola Indy Car, Mike Bara  
THIRD: STP Stock, Art Viars

CATEGORY 26: CARS - COMP(STRAIGHT)  
FIRST: Challenger, W. Snowden

CATEGORY 27: CARS - HOT RODS  
FIRST: 1912 Ford HotRod, M. Nguyen  
SECOND: 57 Ford, Joe Spitzer  
THIRD: 55 Chevy, R. Fletcher

CATEGORY 28: CARS - MOTORCYCLES  
**BEST AUTO** FIRST: 37 Harley, H. Avis  
SECOND: BMW, Scott Hall

CATEGORY 29: CARS - COMM,EMERGENCY  
FIRST: 77 Plymouth, Rick Fletcher  
SECOND: 89 Chevy, Rick Fletcher  
THIRD: Peterbilt, Alex Tula

CATEGORY 30: CARS - 1:32/SMALLER  
FIRST: Ford Cobra, Ted Holowchuk  
SECOND: Mercedes TLF5016, C. Kietzke

CATEGORY 31: CARS - 1:19/LARGER  
No entries

CATEGORY 32: FIGURES - 90mm  
FIRST: Khe Sahn, Mike Hilleary  
SECOND: 101 Airborne, Mike Hilleary  
THIRD: SS infantry, Troy Wandio

CATEGORY 33: FIGURES - LARGR THN 90mm  
**BEST FIGURE** FIRST: US Seal, Mike Hilleary  
SECOND: SAS, Troy Wandio  
THIRD: 17th Lancer, Mike Hilleary

CATEGORY 34: FIGURES - CONV/SCRTCHBLT  
No entries

CATEGORY 35: FIGURES - SCI-FI,FANTASY  
FIRST: Black Lagoon, Patrick Floyd  
SECOND: Cthuhlu, Bob Shinolt  
THIRD: Guyver, John Duffy

CATEGORY 36: REAL SPACECRAFT  
FIRST: Moon module, Ned Shaw

CATEGORY 37: SCI-FI VEHICLES  
FIRST: Scratchbuilt, Pat Grady  
SECOND: Enterprise, Patrick Floyd  
THIRD: Gustav PKA6, Stan Cozad

CATEGORY 38: SHIPS - 1:401/SMALLER  
FIRST: HMS Exeter, Jeff Smyth  
SECOND: IJN Ise, Neil Ramage  
THIRD: USS Hornet, Brian Nick

CATEGORY 39: SHIPS - 1:400/LARGER  
FIRST: Horse Ferry, Stu Alvord

CATEGORY 40: SHIPS (SAILING,SUBS)  
**BEST SHIP** FIRST: HMS Victory, Jeff Smyth **PEOPLES CHOICE**  
SECOND: USS Ohio, Bruce Johnson

CATEGORY 41: DIORAMAS (AIRCRAFT)  
FIRST: Firebomber, Michael Werner  
SECOND: Me-163, Steve Cozad  
THIRD: Natter w/tower, Larry Schiller

CATEGORY 42: DIORAMAS (ARMOR)  
**BEST DIO** FIRST: LTV A1, Frank Wood  
SECOND: Jagdtiger, Paul Lindgren  
THIRD: T-72/Hummvee, Les Kuena

CATEGORY 43: DIORAMAS (CARS)  
FIRST: Bronco/Cameo, ?  
SECOND: Boothill Xpres, Art Viars

CATEGORY 44: DIORAMAS (SHIPS)  
FIRST: Aleutian Outpost, Neil Ramago  
SECOND: Seal Supp, Troy Wandio

CATEGORY 45: DIORAMAS (FIGURES)  
FIRST: AA site, Frank Wood  
SECOND: German MG-42, George Johns  
THIRD: Pirate (Wm Plank), John Duffy

CATEGORY 46: JUNIORS (AIRCRAFT)  
FIRST: Nakajima B5N2, Dan Gorsline Jr  
SECOND: F6F Hellcat, Mike Solsar  
THIRD: Mil Mi-24 Hind, Dan Gorsline Jr

CATEGORY 47: JUNIORS (ARMOR)

FIRST: WW2 Dio, Kelly Sanders  
SECOND: Skdtzw, Casey Domitren

CATEGORY 48: JUNIORS (CARS)

BEST JUNIOR FIRST: 70 Plymouth, Kris Wickstead  
SECOND: 94 Ranger, Kris Wickstead  
THIRD: 39 Chevy Coupe, Dan Reller

CATEGORY 49: JUNIORS (SHIPS)

No entries

CATEGORY 50: JUNIORS (FIGURES)

FIRST: German paratrooper, Mat Cozad  
SECOND: Imp Dreadnt, Brian Hansen  
THIRD: Star Wars, Don Tula

CATEGORY 51: JUNIORS (DINOSAURS)

List missing

CATEGORY 52: DINOSAURS

FIRST: Velociraptor, Bill Gruner

SECOND: Thesaurus, Stu Alvord

THIRD: T-Rex, Terry Moore

CATEGORY 53: COLLECTIONS

FIRST: Dragsters, Northwest Scale Mods  
SECOND: Captive a/c, Bathy  
THIRD: 1:72 P-51s, Stu Alvord

CATEGORY 54: FLIGHTS OF FANCY

FIRST: Saudi F-23, Ted Holowchuk  
SECOND: MiG-37, Scott Ramirez  
THIRD: Mess P-1101, Roger Bertschi

CATEGORY 55: BEST SFTB 1:72 P-51

FIRST: P-51B, Ted Holowchuk  
SECOND: Israeli P-51D, Troy Wandio  
THIRD: P-51D, Paul Ryall

CATEGORY 56: MISCELLANEOUS

List missing

o SPECIAL: BEST PRE-1939 AIRCRAFT

FIRST: Ryan M-1, Jim Schubert

## Possibly the last 1994 new kit listing

Well, let's hope so. I've run across another couple of listings since the last newsletter, and have just enough space to squeeze them in. First up, from Gordon Stevens (ex-Rareplanes) and Maintrack, a new line of no-frills experimental vacforms called BoxKites. See their ad in the March Scale Aircraft Modelling for a picture. Here's what they list for 94:

- Miles M-20
- Westland Pterodactyl Mk4
- Airspeed AS-31
- Martin-Baker MB-2
- Short SB-4 Sherpa
- Miles Student
- Folland Midge
- Fairchild T-48
- Northrop XFT-1

There was also a short listing for the new Project-X vacforms, with metal parts and decals:

- Gloster E1/44
- Boulton-Paul P-111
- Hunting H-126
- Lockheed XF-90
- Republic XF-84H Thunderscreech

There are also new Maintrack resin conversions listed:

- Lockheed XP-49 Chain Lightning

Bristol Bisley (Blenheim S)  
Boeing RC-135V and S

Esoteric also had their 1994 release list available:

- Great Lakes BG-1/XB2G
- Westland Walrus
- Glenn Martin MS-1
- Fairey Fantome
- Douglas BTD-1 Destroyer

As did Pegasus, though more will no doubt be added:

- Pfalz D-12
- Reggiane 2005 Sagittario
- Lockheed XFV Salmon
- LVG 6

Mach 2, though seriously overpriced, will offer up one of the prettiest of the prewar German flying boats:

- Dornier Do-26
- Piasecki HUP-2
- Sikorsky S-51

PM, who haven't been heard from since the Ta-183, are apparently reissuing their entire line and adding the following:

- DFS-194
- Spitfire floatplane
- Messerschmitt P-1111
- Vultee BT-13 Valiant

And of course there is also Revell's announced Arado Ar-240 and Horton Ho-229. You should pick up the current Fine

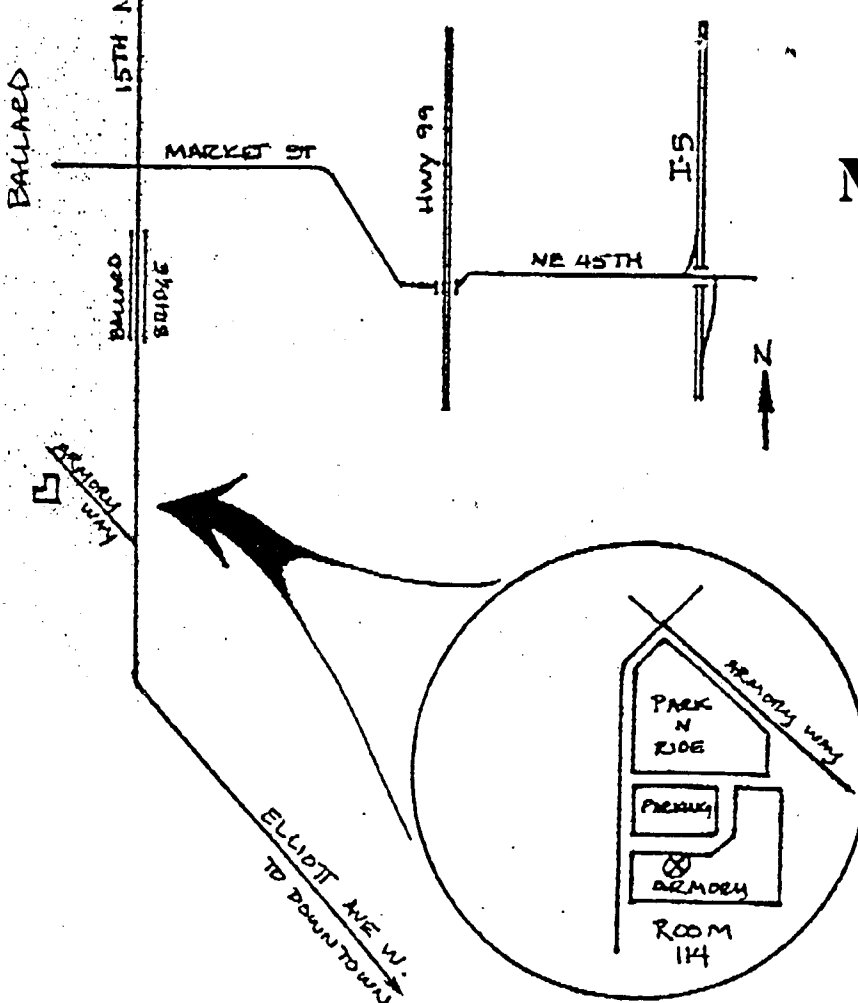
Scale Modeler, which contains their annual kit predictions. You've seen most before, but there are a few new Russian companies, at least some of which may actually produce a model. The list for Unicraft is as follows:

- Focke-Wulf Ta-283
- Focke-Wulf Fw-190 turbojet conversion
- Lippisch P-13A
- Golovin IVS
- Blohm & Voss P-209
- Focke-Wulf Fw-1000x
- Messerschmitt P-1111

In addition, White Eagle is promising a Fairchild C-123, and Wings 72 has a series of Dornier Do-22s.



NEXT ISSUE: We will take a look at what may be new plastics technology in the latest Huma kits, preview the Museum of Flight's 1994 Model Show, and present the First Annual IPMS-Seattle Member Survey. In the meantime, go out and mow the grass. It's springtime!



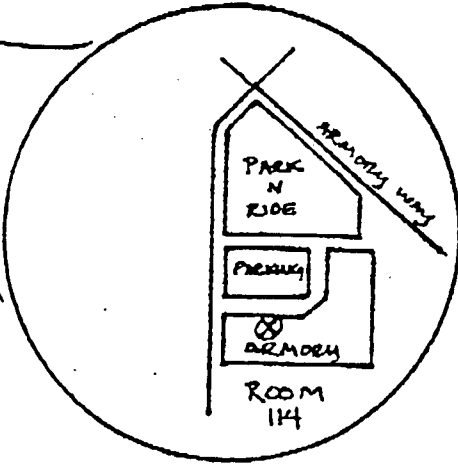
# NEXT MEETING!!

SATURDAY, MAY 14 at 10.00am

NATIONAL GUARD ARMORY  
 Room 114  
 1601 W. Armory Way  
 Seattle, WA

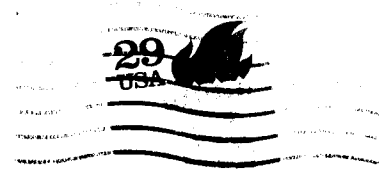
From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliot to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.



Membership information:  
 Andrew Birkbeck  
 3209 NE 98th St.  
 Seattle, WA 98115

Newsletter comments or submissions:  
 Kevin Callahan  
 31849 Pacific Highway S  
 Box 243  
 Federal Way, WA 98003



NEXT MEETING: Saturday, May 14 at 10.00am  
 See the above map for meeting location.

James J Schubert  
 230 173rd Pl NE  
 Bellevue, WA 98008

