

NEWSLETTER

EDITED BY KEVIN CALLAHAN

AUGUST 1995

1995 IPMS Nationals

Q uite a few members of IPMS-Seattle made the pilgrimage to suburban Albuquerque, New Mexico, on the weekend of July 5-9. Some had noticed that the registration numbers coming back from the contest organizers were rather low fairly late in the game, but there apparently were enough plastic fans on hand to keep the room crowded and the hotel sold out. Both the display area and the vendor room were in conference room space at the hotel.

The IPMS-Seattle contingent included Terry Moore, Andrew Birkbeck, Ted Holowchuk, Bill Osborn, Brian Mulron, and Bill Johnson, and most of the following information comes from conversations with one or more of them.

On the Marco Polo stand were test shots of two upcoming Hasegawa kits, the Shinden (an advanced canard fighter that has only been kitted previously in 1:72 by Tamiya, many moons ago) and the 1:72 Dauntless. The dive brakes were there in plastic, though this probably won't be

as glaringly noticeable as it was on the early issues of Hasegawa's 1:48 version. The Marco Polo rep also strongly confirmed that "lots of new kits" are coming from Hasegawa in the next 12 months, but there were no details about which subjects or scales are involved. The 1:48 Ki-44 was on display as well.

Those of you who have seen the recent Hasegawa kit of the Shusui (a Japanese adaptation of the Me-163 Komet) probably noticed that the mold was not created by Hasegawa per se. It was done by NK Models, but marketed under the Hasegawa label. Hasegawa has done this before (the Hobby Spot XF5U Flying Pancake, the Gartex conversions for the 1:48 Spitfire), and they seem to be expanding in this direction. I wouldn't be surprised if NK wasn't a group of Hasegawa moldmakers working on their own subjects; that is apparently where Fine Molds originated. Due to the smaller molding runs, prices tend to be higher, but at least we are getting competent kits of less commonplace subjects.

On the Minicraft stand, there was of course the company's recent 1:72 Spitfire Mk 14, but there was no sign of that kit's supposed stablemate, the Hurricane. The Spitfire is a well-detailed kit, especially when compared to the horribly price-inflated Fujimi Mk 14. There is actually an interior in the Minicraft kit, something the Fujimi folks simply neglected. And at \$7.50, the price can't be beat, at least in the US. If you want a bubbletop Mk 14, the PR versions, or a Mk 19, you're still stuck with Fujimi, but for the 14c fighter you now have a better alternative.

Minicraft also had an example of a 1:144 Catalina. This is reported to be a beautiful little kit, with nice detail for this smaller scale. Maybe it should have been displayed next to the lumbering Monogram 1:48 Catalina, which which also on show (at the Monogram booth).

There was one sad note from the Minicraft stand. We RAF fanatics had been holding our hope that once Minicraft had finished with their run of American WW2 heavy bombers, they would begin

working on the British counterparts, obviously starting with a Lancaster. But apparently this is not to be. Though Minicraft acknowledges that Europe is a substantial part of their market, and that the British have been burying them with Lancaster requests, they feel that economics argue against it. There just aren't that many Lancaster variants out there, which limits the number of boxings that Minicraft can use for one set of molds.

Remember how many different versions they milked the B-29s for (bomber, tanker, B-50, the upcoming KB-50J with jet pods). Minicraft said that with a mold cost in excess of \$700,000, they just don't feel they could make a Lancaster pay back. That's a real blow for British aircraft fans everywhere. If a company that has specialized in large bombers can't figure a way to make a Lancaster pay, then we just aren't going to see one in the near term. Luckily the Airfix Lancaster isn't a total disaster (as long as you're prepared to do a significant bit of interior scratchbuilding and surface sanding).

Just as a side note, Minicraft mentioned that the B-29 kit (in all of its variants) is the highest selling kit they currently have on the market.

One advantage of having the local King of Schmoozers (Andrew Birkbeck) at the event is that he brings back lots of interesting anecdotes from the reps manning the company booths. Apparently the big story this year is how nasty and cutthroat the different model companies are getting in battling for scarce resources. Not resources like

plastic or resin, but quality mold-makers and injection-molding press time. It seems the big thing right now is for companies to try and steal everyone else's best moldmakers. This is probably a great deal for the moldmakers, but I don't see it being very healthy for the industry. Besides making the manufacturers act like a bunch of jackals fighting over the last piece of zebra meat, it raises the cost of overhead.

The molding press issue is even worse, because it actually prevents product from reaching the market. There are only so many injection molding machines capable of producing plastic kits in the world, and some companies are actually bumping others out of production time by waving more money at the press owners. Again, overhead only goes up.

It appears that as these manufacturers fight over a shrinking market, things are turning increasingly nasty.

There were other bits of gossip floating around the hall. Tamiya is rumored to have plans to shift most of their production to the Phillipines, in an effort to lower their costs. They are concerned with the recent fairly drastic price rises in the US market.

Squadron will increase the output of their successful line of resin cockpit tubs. The goal is to be issuing two new tubs a month in a range of scales. Somewhat disappointingly, they are aiming squarely at newly released kits. We all know that it is the older kits that really need this sort of treatment -- those "peg and

pilot" monstrosities. True, the Squadron cockpits are exquisitely detailed, but why spend all the effort improving an already excellent Tamiya kit? Squadron has bought into the philosophy that "new sells" -- actually that *only* new sells.

Squadron also apparently has Cooper and Hawkeye grumbling about the competition for resin cockpit set sales. The smaller groups are convinced that, after they basically created the market niche in the first place, Squadron will put them out of business based on their lower prices and then raise those prices once the field is cleared.

MPM and Eduard, which everybody thinks is really the same people anyway, were floating the idea that a lot of kits, in multiple scales, were about to be unleashed from deepest darkest Czechoslovakia. No details yet, though MPM has always had an ambitious future release list. Most of those kits have actually appeared -- eventually -- so this could mean some interesting stuff ahead.

Though they have made their biggest impact in 1:48, Accurate Miniatures made the point that they do indeed see this as a business, and will produce in whatever scales they perceive a market need. As an example of this they pointed to the infamous 1:100 scale helicopters. Even though, by the anecdotal evidence of local retailers, they didn't sell worth beans in this area, these helicopters (which everyone admitted were well crafted kits) have done well for Accurate

Miniatures. They were meant to sort of keep AM in the news while the next wave of 1:48 kits worked their way through the development process, and make a few bucks in the bargain. Apparently AM is quite pleased with the way they've sold.

Monogram also had a wild observation that should cause we grizzled old longterm modellers a palpitation or two. They claimed that most of their sales – and therefore a majority of their marketing efforts – are directed at women. Before you scoff, listen to their logic. It's not that they say they're selling models for women to make, but rather that they are the ones who buy the majority of Monogram kits – from K-Marts and Toys R Us, for their kids and grandkids. Seems to me this sort of gives some insight as to the Monogram marketing philosophy, as well as how they see the enthusiast market (ie, not particularly important).

OK, what about the models? The critique ran the gamut from excellent to barely above mediocre, but I did hear some

disappointment that the average level of entry was declining somewhat. It's true that IPMS-Seattle has a reputation for harping on the basics of construction and finish, but it appears that many of the entries had some very fundamental problems, such as with alignment of parts or basic finish. This is probably to be expected, since it is an open contest, but one always hopes to see the country's best on display at a National event.

Best In Show was won by a 1:48 Sea King helicopter. I was told it was built by the same person who built last year's Best In Show 1:72 Dinah. Not much for output, but what he is producing is obviously high quality.

As has happened in the past, IPMS-Seattle members did well as far as awards are concerned. In fact, Ted Holowchuk brought home what must be some sort of record 12 placques for his work. As I understand it, he was up there receiving awards so often that the contest announcers were beginning to pronounce his name correctly by the end.

Incidentally, it was announced at the event that the 1997 IPMS-Nationals would be held at Columbus, Ohio. (1996 will be in Virginia Beach, VA). If you are able to go to Columbus, leave some time in the schedule for a trip to the USAF Museum at Wright-Patterson AFB in Dayton. It is one of the world's great aviation museums, and worth a full day or more.

IPMS-Seattle subsidized Andrew's film expense at the Nationals, and he will be putting on a slide show at a future meeting.

Kevin Callahan

A couple of items of interest in this issue. First, the results of the recent Museum of Flight Model Contest, as provided by Ted Holowchuk. Then I have an article on the Speed Spitfire by Jim Schubert. I have heard that this one has been published elsewhere since I received the draft, so to some of you it may be a reprint.

Supermarine Speed Spitfire

BY JIM SCHUBERT

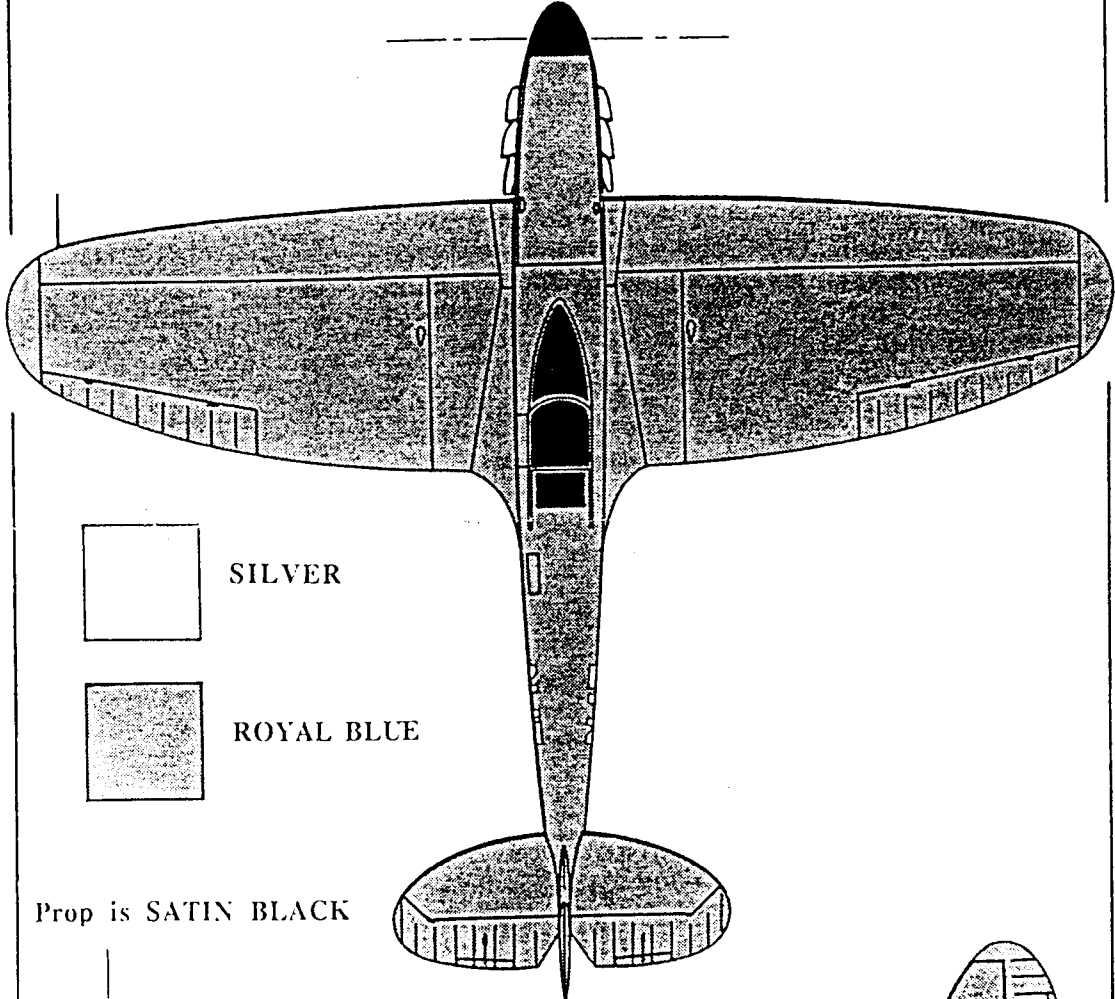
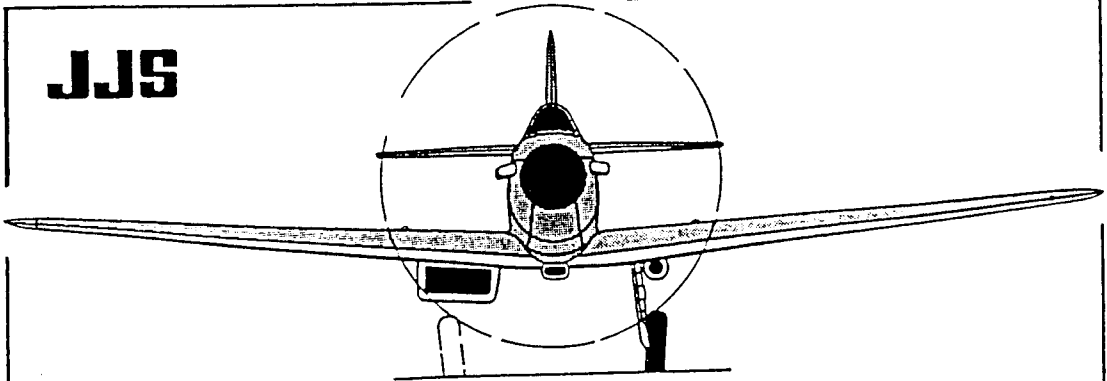
In late 1936 the prototype Spitfire flew 349 MPH at 16,800 feet and 290 MPH at 245 feet, the altitude required by the Federation Aeronautique International (FAI) for "official" speeds. Thoughts immediately turned to modifying a Spitfire for the world landplane speed record,

which stood at 352 MPH, set up Howard Hughes in his H-1 powered by an 825 horsepower P&W R-1535 14-cylinder twin row radial. Rolls-Royce began developing a "sprint" version of their V-12 Merlin II. In mid-1937, running on "hot" fuel, they showed 1536 HP. On the strength of this achievement, the Air Ministry contracted for two

record attempt machines (though the second was never built). In early November 1937 Rolls-Royce committed to have 1995 HP available, which it was calculated would be good for 375 MPH.

In late November the Messerschmitt Bf-109 (V13) officially flew 379.38 MPH.

JJS

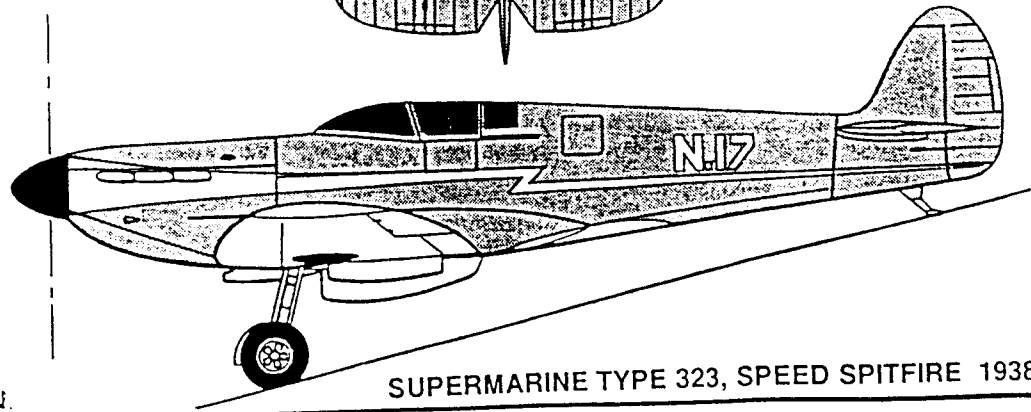


SILVER



ROYAL BLUE

Prop is SATIN BLACK



35.1.

SUPERMARINE TYPE 323, SPEED SPITFIRE 1938

By May of 1938, Rolls-Royce were demonstrating 2122 HP, which should have permitted the Speed Spitfire to exceed the German mark by one percent required to set a record. But the Germans

in an attempt to obtain a larger margin over the standing record. Steam cooling would permit deletion of the radiator, giving a substantial reduction in drag. These modifications were put in hand and testing

absolute speed record for more than 30 years when their Me-209 (V1), with 1550 HP, flew 469.22 MPH. Both the Heinkel He-100s and the Me-209 were powered by special versions of the Daimler-Benz

SUPERMARINE TYPE 323, SPEED SPITFIRE

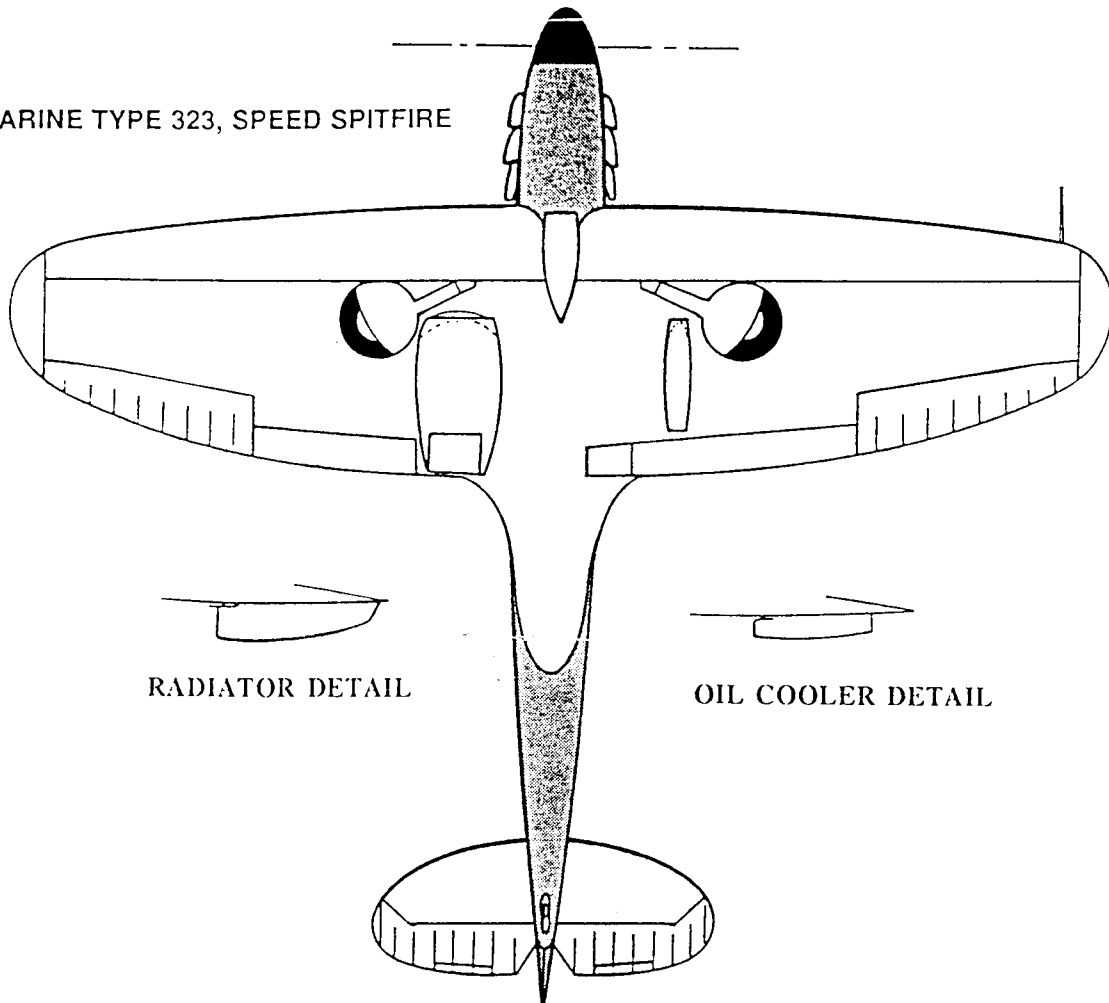


DIAGRAM 2

bumped the mark up to 394.42 MPH in June with the Heinkel He-100 (V2).

The Speed Spitfire, K9834, first flew on November 11, 1938. In February 1939 it flew 489 MPH at 3000 feet, which was calculated to be 400 MPH at the required record altitude. 399 MPH would be needed to beat the Heinkel. Knowing the Germans weren't finished, the British turned to steam cooling

begun.

The Germans finished it all in 1939. On March 30 the Heinkel He-100 (V8), with 1175 HP, flew 463.97 MPH, finally wresting the absolute record from the Macchi-Castoldi MC-72 floatplane. The MC-72 had flown 442 MPH in 1934, powered by the 3100 HP Fiat AS-6 V-24 engine. On April 26, Messerschmitt shelved the

DB-601 inverted V-12.

The British efforts with the Spitfire, designed as a fighter, were doomed to fail from the start, but poor military intelligence didn't let them know that. The He-100, also designed as a fighter, was about 30% smaller, and its low pressure steam/condensation cooling system was elemental in its design, not an afterthought. The Me-209,

smaller still, was purpose designed to take the record; its high pressure steam/condensation cooling system made it useless as a fighter, as subsequent efforts proved.

This is an attractive airplane. For 1:72 scale you need an Airfix Mk 1 kit, a Hasegawa Mk 1 kit, and the Aeroclub conversion set (propeller, five-spoke wheels and canopy). Hasegawa is the base kit. Use only the lower wing half from the Airfix kit – it is the only 1:72 scale offering which has the correct gulling at the wing roots.

Crop the wings as shown in the diagram. Delete the right hand inboard flap and crop the outboard flap to clear the

radiator. Delete the stock oil cooler. Make a new radiator and oil cooler per the sketches. Note that the radiator has a prominent boundary layer splitter plate. Delete the tailwheel and replace it with a skid. Delete all lights and radio gear. If you do an interior, delete the voltage regulator behind the pilot's headrest. Reduce the wheel clearance bulges atop the wings to small blisters.

The airplane was painted Royal Blue (your guess is as good as mine as to what color this is), with painted silver undersurfaces, including the wheel wells. A silver speed stripe runs from the prop to the trailing edge of the rudder. The class B registration "N.17" was also silver. The huge four-

blade fixed-pitch wooden propeller and its spinner were painted satin black. In early testing the plane had a silver painted prop and spinner with red blade tips. The black prop had no color at its blade tips.

REFERENCES (in order of usefulness to this modelling project):

A. *Air International* magazine, September 1990.

B. *Scale Models International* magazine, October 1984.

C. *Aeroplane Monthly* magazine, August 1990.

D. *Aeroplane Monthly* magazine, May 1983.

1995 Maf Model Show Results

FROM THE NORTHWEST SCALE MODELLER GROUP

AIRCRAFT

(1) 1/73 AND SMALLER

1ST: Mosquito (Glenn Adams)
2ND: B-17 (Glenn Adams)
3RD: SBD-3 (Glenn Adams)
HM: B-2 (Tim Nelson)

(2) 1:72 SINGLE PROP

1ST: DH-2 (Harry Avis)
2ND: Fw-190A8/R11 (John Valadez)
3RD: P-51B (John Valadez)
HM: XP-55 (James Green)
HM: Bf-109E-7 (Bill Johnson)

(3) 1:72 MULTI PROP

1ST: Do-335A-6 (John Valadez)
2ND: He-219 (Bill Glinski)
3RD: Ar-240 (Bill Glinski)
HM: Ju-88A (Bill Glinski)
HM: B-17C (Noll Makar)

(4) 1:48 SINGLE PROP

1ST: Bf-109F (John Valadez)
2ND: P-47D (Les Sundt)
3RD: P-51D (Ken Conrad)
HM: Fiat G-50 (Tony Trask)
HM: F4F-4 Wildcat (Ken Conrad)

(5A) 1:48 MULTI PROP (2 ENGINES)

1ST: He-111H-8 (Richard Hoard)
2ND: B-25 (Martin Pritzl)
3RD: Trent Meteor (Terry Moore)
HM: He-111 (Mark Frailey)

(5B) 1:48 MULTI PROP (4 ENGINES)

1ST: B-17D (Terry Moore)
2ND: B-29 (Martin Pritzl)
3RD: C-130 (John DeRosia)
HM: PB4Y-2 (Scott Pedersen)

(6) 1:72 SINGLE JET

1ST: MiG-21MF (Has Beemink)
2ND: MiG-17 (Bill Gilinski)
3RD: F-16C (name not listed)

(7) 1:72 MULTI JET

1ST: F7U (Neal Makar)
2ND: A-6A (Bill Gilinski)
3RD: Su-27 (Bill Gilinsky)

(8) 1:48 SINGLE JET

1ST: F-104 (Les Sundt)
2ND: MiG-15 (Les Sundt)
3RD: F-86 (Les Sundt)
HM: MiG-15 (Ben Zayas)

(9) 1:48 MULTI JET

1ST: Horton 229 (John Valadez)
2ND: Horton 223(?) (Neal Makar)
3RD: F-15E (Ken Conrad)

(10) 1:32 AND LARGER PROP

1ST: Fw-190 (Mark Frailey)
2ND: N1K1 George (Dave Sturm)
3RD: Bf-109 (Brian Willett)
HM: P-51 (Mark Frailey)

(11) 1:32 AND LARGER JET

1ST: MiG-29 (Brian Willett)
2ND: F-4E (Mark Frailey)

3RD: F-16 (Ken Peirson)

(12) CIVIL SPORT RACING AIRSHIP

1ST: DH-88 (Larry Schiller)
No other entries

(13) AIRLINERS

1ST: 767 (Les Sundt)
2ND: 720 (Jack Ballard)
3RD: 767 (John DeRosia)

(14) HELICOPTERS

1ST: AH-1W (John DeRosia)
2ND: H-21 (Dan Best)
3RD: H-34 (name not listed)
HM: UH-1 (John DeRosia)

(15) MISC WOOD METAL SCRATCHBUILT

1ST: Fokker D-8 (Harry Avis)
2ND: BMW003E engine (John Valadez)
3RD: F-4 (Gene Ritchhart)

AUTOMOBILES

(16) COMPETITION CLOSED COURSE

1ST: Hot Wheels Camaro (Ron Baker)
2ND: Chevy Super Truck (Steve Holmes)
3RD: Ferrari 206S (Ron Baker)
HM: Mustang ETP (Tracy Rosselini)

(17) COMPETITION STRAIGHT LINE

1ST: Junkyard Dragster (Harry Avis)
2ND: Swamp Rat (Steve Holmes)
3RD: '62 Bel Air (Randy Hammer)

(18) CUSTOM AND SHOW CAR

1ST: '83 Viper (Joe Spitzer)
2ND: Dodge Viper (Glenn Ryder)
3RD: Lancia Stratos (Tracy Rosselini)

(19) FACTORY STOCK

1ST: '59 Impala (Glenn Ryder)
2ND: Ferrari Daytona 365 (Ron Baker)
3RD: '68 Hemi (Jim Pritzl)
HM: '54 Corvette (Jim Pritzl)

(20) STREET MACHINE

1ST: '50 Chevy Pickup (Steve Holmes)
2ND: '49 Ford (Joe Spitzer)
3RD: '66 Nova (Andrew Whitfield)
HM: '68 AMX (Randy Hammer)

(21) STREET RODS

1ST: '40 Ford (Joe Spitzer)
2ND: Mysterion (Mac Neuyen)
3RD: '40 Ford (Don Jensen)
HM: '57 Chevy (John DeRosia)

(22) TRUCKS

1ST: '55 Cameo (Chris Berner)
2ND: Ford F-150 (Jim Pritzl)
3RD: Ford Snowplow (Rich MacDonald)
HM: Ladderchief (Bill Ayer)

(23) MISCELLANEOUS AUTOMOBILES

1ST: Woody on a Surfan (Mike Percy)
2ND: Motorcycle (Mark Neumann)
3RD: Snakebite Monster Truck (Luke Barrett)
HM: Mutt Jeep (Gene Ritchhart)

DIORAMAS

(24) AIRCRAFT

1ST: Hu-16 (name not listed)
2ND: A-10 (James Deshiro)
3RD: F-18 flight deck (Jason Calhoun)
HM: Pinky (Glenn Adams)

(25) AUTOMOBILES

1ST: Swap meet (Bob Carney)
2ND: Opel truck/M113 APC (Gene Ritchhart)
No other entries

(26) MILITARY VEHICLES

1ST: POW camp (Mac Neuyen)
2ND: Soldiers at rest (Mac Neuyen)
3RD: Panther halftrack (Mikel Foss)

(27) SCI-FI

1ST: Breach (Rick Casas)
2ND: Forgotten (Rick Casas)
3RD: Stinger (Mac Neuyen)

(28) SHIPS AND SUBMARINES

1ST: USS Alabama (Jeff Bullock)
No other entries

(29) MISCELLANEOUS DIORAMAS

1ST: Maple Creek (Warren Jones)
2ND: Roarke's Drift (Harris Ian)
3RD: V-1 launch site (Gene Ritchhart)

ARMOR

(30) 1:35 CLOSED TOP THROUGH 1945

1ST: Panzer IVJ (George Stray)
2ND: Panzer IVF1 (George Stray)
3RD: Sdkfz 234/2 (George Stray)
HM: BT5 (Hans Beemink)

(31) 1:35 CLOSED TOP POST 1945

1ST: T-62 (Mark Smith)
2ND: T-62 (David Jennings)
3RD: T-72 (Chris Beamer?)

(32) 1:35 OPEN TOP AFV

1ST: Sdkfz (George Stray)
2ND: 37mm Pak 35 (Jeff Hansen)
3RD: 88mm Flak (Rosenmuller Henning)

(33) SOFTSKIN

1ST: BMW R75 (Mikel Percy)
2ND: SA9 (Mark Smith)
3RD: RSO and Nebelwerfer (Jeff Hanson)

(34) CONVERSIONS AND SCRATCHBUILT

1ST: Mil 3 (Mikel Percy)
2ND: Luchs (W Foreman)
3RD: Masten (Steve Russo)

(35) SMALLER THAN 1:35

1ST: Leopold railgun (Mikel Percy)
2ND: Stug III (Mikel Percy)
3RD: Tiger II (Niels Wilhelm)

SHIPS

(36) POWERED

1ST: USS Missouri (Roger Torgerson)
2ND: USS New Jersey (Bill Glinski)
3RD: PT 109 (Steve Russo)
HM: Butler class DE (B Cigno)
HM: Cannon class DE (B Cigno)

(37) SAIL AND NON-POWERED

1ST: Labelle Poole (Niels Wilhelm)
2ND: Gazela Primeiro (Harrison MacNeil)
3RD: Royal Louis (Niels Wilhelm)

(38) MISCELLANEOUS SHIPS

1ST: Miss Caprice (Steve Holmes)
No other entries

RAILROAD

(39) RAILROAD ENTRIES

1ST: GP 35 (Dave Montgomery)
2ND: Tank car (Dave Montgomery)
3RD: Caboose (Dave Montgomery)

FIGURES

(40) 53mm AND SMALLER

1ST: Apollo figures (Mikel Percy)
2ND: Space Marines rifleman (Mark Neuman)
3RD: Screamer killer (Mark Neuman)

(41) 54mm AND LARGER

1ST: Grenadier (Mikel Percy)
2ND: Chasmosaurus (Elliot Smith)
3RD: Weathering of armor (Mikel Percy)

SCI-FI AND FANTASY

(42) SPACE FACT

1ST: Space shuttle and tower (Jeff Nichols)
2ND: X-15 (John Valadez)
3RD: Space shuttle (Mark Andrews)

(43) SCI-FI/FANTASY OUTER SPACE

1ST: Klingon wing (Brian Willett)
2ND: Star Trek runabout (David Eugrett)
3RD: Galactica (Troy Entow)
HM: Enterprise (Jeff Bullock)

(44) SCI-FI/FANTASY LAND, SEA, AIR
1ST: Nautilus (Niels Wilhelm)
2ND: Scorpion (Mark Neumann)
3RD: ? (Jay Zadina)

(45) SCI-FI/FANTASY FIGURES
No entries listed

SPECIALS

(46) OUT OF BOX WW2 FIGHTER
1ST: F4F (Bill Johnson)
2ND: Spitfire (Terry Moore)
3RD: Spitfire (Bill Johnson)
HM: P-51D (name not listed)

(47) HOLLYWOOD SUBJECT
1ST: HA-1112 from "Battle of Britain" (Terry Moore)
2ND: Frankenstein (Jeff Hansen)
3RD: Bubba Gump shrimp boat (Ross McPherson)

(48) RACING SUBJECT
1ST: Miss Exide (Terry Moore)
2ND: Nitro prototype (Steve Holmes)

(49) MODEL FLYING
1ST: Tomcat (Dave Holmes)
2ND: F-14 (G Garrett)
3RD: America's Cup yacht (Steve Holmes)

JUDGES

(1) AIRCRAFT
1ST: Aircraft carrier diorama (Les Knerr)
2ND: 1:48 Tamiya Zero (Dave Holmes)
3RD: 1:48 OEZ MiG-21 MF (Les Knerr)

(2) AUTOMOBILES
1ST: Auburn school bus (Steve Hilby)
2ND: 1:24 Revell Castrol GTXFC (Dave Holmes)
2ND: AMT '49 Ford (Deac Fory)
3RD: AMT Plymouth Prowler (Andrew Bertschi)
3RD: Monogram ? (Ted Holowchuk)
3RD: Renault pickup (Steve Hilby)
3RD: AMT '55 Bel Air (Deac Fory)

(3) ARMOR
1ST: Tamiya M-60 (G Garrett)
2ND: Tamiya M1A1 (G Garrett)
3RD: Hasegawa GMC 2.5 ton truck (Joel Morris)

(4) MISCELLANEOUS
1ST: AMT Bird Of Prey (G Garrett)
1ST: Gunze SMA Sdk211 (Tim Garrard)
2ND: DML 1:700 USS Ohio (Jim Schubert)
3RD: Tough Tess (Steve Hilby)

JUNIORS

(J1) AIRCRAFT
1ST: B-17G (Jacob Decker)
2ND: Fw-190 (Ed Rosenmuller)
3RD: B-29 (DJ Hall)

(J2) ARMOR
1ST: German halftrack (Ed Rosenmuller)
2ND: LAV AT (Michael Decker)
3RD: M1 tank (Jason Fukura)
HM: Howitzer dio (Jason Fukura)

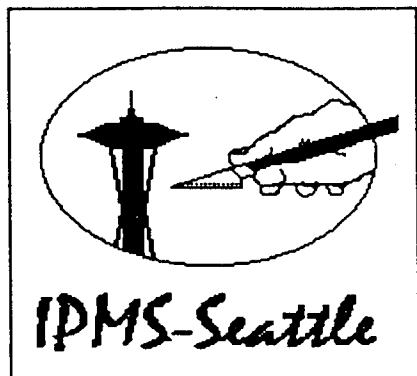
(J3) AUTOMOBILES
1ST: '92 Mustang (Ed Rosenmuller)
2ND: '55 Chevy pickup (Ed Rosenmuller)
3RD: '34 Ford pickup (Ed Rosenmuller)

(J4) SCI-FI/FANTASY/SPACE
1ST: Runabout Ganges (Rebecca Garrett)
2ND: Space Marine 1 (Brian Hansen)
3RD: Space Marine 2 (Brian Hansen)

(J5) SHIPS
1ST: Japanese sub (Daniel Gorsline)
No other entries

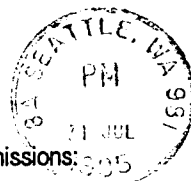
(J6) MISCELLANEOUS
1ST: Samurai (Daniel Gorsline)
2ND: Civil War (Joshua Thorardson)
No other entries

BEST IN SHOW (POPULAR CHOICE)
Maple Creek dio (Warren Jones)



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, August 12 at 10.00am
The map will return next issue!

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