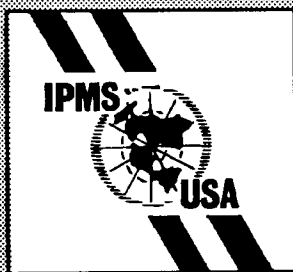


Seattle Chapter News



Seattle Chapter
IPMS-USA

January, 1997

New Chapter Newsletter

So what's all the fuss about anyway and do we need or even want a newsletter? This is a question several of our members have been talking about for some time. This was not nor is it intended to be a critical comment about the Chapter officers or the fine manner in which they have been carrying out their duties. It is a question that many, if not most organized chapters of the International Plastic Modelers Society have asked themselves and addressed over the years. Several of us took the position, as we discussed briefly during our December meeting that the Chapter deserves (and we believe wants) a regular means of communication within our local area. This is for several reasons. I have outlined those which come readily to mind below:

• *Communications*

The most important for many of us, to provide a basic communications tool for our local membership: to let you know what others know and to share information about events in the area or outside our local group. This includes the need for regular and timely meeting notices and reminders. Some months may only see a postcard reminder, instead of a newsletter at all.

• *Modeling Skills*

To build and provide for your modeling skills to grow. A serious advantage to the modeler member is to allow you the chance to grow as modelers. Many of you have noticed or may find it very beneficial to draw upon the many and varied skills, interests and experiences of our local chapter members. There is a wealth of skills in our Seattle Chapter, all of whom appear willing to share their knowledge

• *IPMS-USA Support*

Ours is a large, diverse society; one which greatly expands beyond the small Puget Sound/Seattle region. It is our aim to convince many of you who are not already members of IPMS-USA to join to

Society. Towards this objective, we will be relating highlights of recent *IPMS-USA Journal* issues and activities the Society is sponsoring around the area, our Region and nationally. The Seattle Chapter is just that a "chapter" of the IPMS-USA Society and has a long tradition (approximately 30 years) of support and participation in the Society. Our Chapter's proud tradition includes numerous Regional Meetings, two National Conventions, several local members who have actively served in Society leadership roles and offices and a truck-load of local modelers who have received national recognition as award winning modelers at Society National Conventions.

Why? Sometimes local members take the position that there is not a dollar return for the IPMS-USA membership fee. Nothing could be further from the truth, believe me. When you look at the annual dues of \$19 for adults or \$9 (juniors 17 or younger), the amount of information in the *Journal* alone is worth this small investment. Certainly in relationship to the price of the kits, decals and research publications we buy, it is a very productive investment. When you add in the return in terms of modeling

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contacts, conventions, special products and belonging to the only organization dedicated to your art form, it is the best (if not the only) "game in town."

Attending an IPMS-USA Convention will become one of the highlights of your modeling life. You quickly learn that you are part of a large, well managed and very rewarding organization. You will also acquire a life-long list of friends and modeling associations from across the country and overseas.

You may easily join IPMS-USA by sending your dues to:

IPMS-USA
P.O. Box 6138
Warner Robins, GA 31095-6138

• ***The Modeling World Outside Seattle.***

Although this may seemingly overlap into the prior notes, there is a whole world outside the Seattle Chapter and we want you to be aware of it and some of the many resources available to you.

Newsletter Support & Assistance Needed:

We, the Seattle Chapter needs some additional help in the production of the Chapter's newsletter, if we are to be successful and keep our production costs down to a reasonable level. We are hoping you will assist the Chapter with the following want list:

- **Printing Support:** we need a member who has access to a quality copier, preferably one which will do copying on both sides. A very pleasant alternative would be a member who works in a printing or lithographic business who could handle our reasonably simple printing needs.
- **Content & Articles:** Conceivably, the most demanding task facing us is to keep the content of the newsletter something you want to see and read. This requires all of us to share with others. Materials include "how to" articles, discussions of painting, modeling techniques, etc., research you are working on, questions and problems which other members may be able to address, notes about new members and

your interests. In short, anything you'd be interested in or working on is probably of interest to other members as well. This is going to be "chapter" project and it requires support and sharing. Without such support and participation, it will revert to a post card reminder...periodically. You folks buy kits, decals, try new paints, buy and read a variety of books and can bring and share that information with others. In some cases saving others money and trial and error testing. Please share what you know and experience.

- Your feedback and comments.

Remember, you support, feedback and participation is critical to where we will take our newsletter and what shape it takes. At this point, I am willing to wait to hear from you and see whether you want to see this communication avenue prosper and grow or do we return to post cards? Anyone? Anyone?

So then, how can you reach me? The easiest, call me at 232-7784 and we'll discuss whatever is on your mind - especially as it relates to this newsletter.

Bob

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Free Wings Disk

Did you know that Wings is giving away a free CD ROM disc to any IPMS members who contact them on the net, using e-mail? This information came to IPMS members through the Society officers and was distributed on the internet.

"Thanks for your interest in Wings! I'm pleased to say that everyone reading this message is one of the first 200 respondents and will soon receive a copy of Saigon to the Persian Gulf. The discs will be mailed off within the next week and will hopefully find their way to you before Christmas. This CD ROM is part of a five disc series whose other titles include Midway to Hiroshima, Korea to Vietnam (currently on the market), London Blitz to Pearl Harbor, and WW I to the Rise of Hitler (will be released in '97).

At present, there are still plenty of copies available, so feel free to pass this information on to any fellow IPMS modelers who may not have seen the original message via the Internet. I will be happy to send out copies to those

without email if someone else responds on their behalf.

For those fans of the television series, you will be happy to hear that beginning December 30th, Wings will return to the old weekday slot of 7 P.M. Monday through Friday. Also be sure to check out the 17 hour Wings marathon, which begins 10 A.M. on New Year's Day."

If you are interested, I recommend that you contact them quickly and request a copy at:
"Multimedia_Temp2@discovery.com".

How did you get this Newsletter?

Well, it wasn't easy, but we used the last known Chapter membership roster, which we will also update by the end of February (after dues renewal).

We will also have a limited number of extra copies at the January 11th meeting for free distribution. After that, there won't be any more "free lunches." Only those members who pay dues will receive the Chapter newsletter. Seems fair when you stop and think about it, right? Hope you agree.

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So who's this editor guy and what's in it for him?

How do I see my role as the editor of *your* Chapter newsletter? Normally, I will attempt to avoid the "i" word, but until I hear from others and your input to share, I will interject some personal notes. As editor, my objective is to avoid "preaching" and hope you will give us the needed materials and content, allowing me to just edit. I promise I will try (notice *try*) to avoid preaching about the modeling world being divided into aircraft models and targets ('cause I'm a product of my warped 50's generation and I haven't been able to get in touch with my inner self yet). But like most "90's type of modeler" I am trying to actually build some quarter scale and have another ship model underway, just to prove there is a whole world outside 1/72nd scale modern Navy aircraft. I suspect it won't work.

This is not an attempt to see myself in writing, to pontificate (love that word though), to run for office (Newt is probably safe on that score) nor do I care if they build a ball park, football stadium or aquarium (come to think about it, a new massive, county supported Modelers Center would improve the life in these parts and probably reap many new revenues for the county and state!) nor am I interested in finding something else to do in my spare time. I have volunteered previously for a few tasks in IPMS and only recently been trying to get back

to my own modeling desk (without much success though). I will gladly pass this onto to the next person who would like to take on this role, help you get set up and show you all of the "secrets." Last but not least, this is not a play to "raid the chapter treasury."

You should be forewarned that I like to treat things in a humorous manner whenever possible. "Ah," some of you will say, "that explains his models and lack of skills." Yep. Having shared these pearls of wisdom with you, I would like to suggest funds be raised (model washes, paint sales, donations, etc.) to send yours truly to the IPMS Chapter Newsletter Editor Annual Technical Symposium, Seminar and Stampede, which will be held in May in Munich. Do I hear a second???

For those of you who see this newsletter as another opportunity to write poison pen letters, say nasty things about Hillary's legs or to voice your pent-up opinions about the evils of the Tri Lateral Commission, this is not your venue, there are still other places for you to "spread the word." I suggest the Little Nickel.

You and I will know you're about to step up the plate and volunteer, when I hear (or think I hear) you suggest "I can do as good as this guy" or "I want to go to that editor meeting thingy in Helsinki and party-on." In the words of that famous modeling guru, Garth, "party-on dude."

Enjoy. I know I am going to be trying. *Bob*

Other Northwest Events:

Jan. 18 Saturday

Northwest Scale Modelers Scale Model Show at the Museum of Flight. This event is free with MOF admission and scheduled to run from 10:00 a.m. through 5:00 p.m.

Feb. 1 Saturday

BGen Robin Olds, USAF(Ret) will be featured as the lead speaker at this year's MOF series to honor the USAF's 50th Anniversary. Space doesn't permit a full discussion of Gen. Old's biography nor would it do justice to this well known and sometimes controversial Air Force fighter pilot. His talk during this scheduled 2:00 p.m. presentation, in the William Allen theater at the Museum, will center about his experiences in the Southeastern Asia conflict. Col. Olds was the charismatic commander of the famous 8th TFW (the "Wolfpack") at Ubon RTAB and was credited with four added air victories. Gen. Olds has been a long time supporter and speaker at IPMS events, including the 1980 Convention in Salt Lake City. While at the MOF on Saturday, Feb. 1st, he will be signing prints of Matt Waki's newest rendering of Col. Olds during a Vietnamese aerial mission. Matt is also an IPMS member and is well know as both a aviation artist, along with his brother Mark, and an excellent model builder.

1997 Seattle Chapter Meeting Dates:

The following are the scheduled meeting dates for the Seattle Chapter of IPMS-USA for the entire year of 1997, as of January, 1997. Please note (*) that while our normal monthly meeting is scheduled and held on the 2nd Saturday of the month, that there are three exceptions: March 22nd, June 21st and September 20th. In each of these months, commitments for the Washington National Guard require them to use their full facility over our normal second weekend dates.

January 11, 1997

February 8, 1997

March 22, 1997 *

April 12, 1997

May 10, 1997

June 21, 1997 *

July 12, 1997

August 9, 1997

September 20, 1997 *

Place: Washington National Guard Armory
Room 114
1601 W. Armory Way
Seattle, WA

Times: 10:00 a.m.

HOW I GOT INTO THIS MESS

JOHN S. ALCORN

Hi folks! I'm an old (64) new kid in town, and glad to be here, by the way. I like Seattle, its Sound and mountainous setting, the local IPMS chapter, the Museum and the proximity to elder son Stewart. The weather, traffic and stadium madness I could do without.

Bob LaBouy, who I've known for umpteen years, asked me to render a blurb on how I got into modeling, and scratch building in particular. So, here goes...

The Prewar years may have been Depression-ridden, but to many enthusiasts they were the Golden Era of aviation, when the airplane came of age: Lindbergh, the Bendix & Thompson races, the Curtiss Hawks, Boeing F4Bs and P26s, the China Clipper, the DC-3, and finally, the prototypes of those machines in which men soon waged mortal combat in the skies over Europe, Africa and the Pacific. So, we kids could not help becoming smitten.

Kellogg's Corn Flakes had something to do with it. To ensure that we insisted upon Mom buying their product flagship, the good folks of Battle Creek, Michigan emblazoned the box backs with a series of large color airplane drawings (1938-40). I recall the Curtiss SBC-4 and Vought SB2U in particular. During that time, Dad took me to Randolph Field to see its blue and yellow flying circus. We also visited the ill-fated cruiser HOUSTON (with Curtiss SOCs aboard) at its namesake port. I have 16mm color movies to prove both scenarios.

The next step of my airplane fever was fueled by STROMBECKER, from whose fondly recalled preshaped wood offerings I built an Airacuda, China Clipper, Boeing Stratoliner and B17 (B?) among others.

My next viable recollection is of having constructed a Curtiss P40 from a HAWK kit, while visiting my mom's family home in Denver (1940). I well recall its heavy lead propeller.

However, as mentioned in SCRATCH BUILT!, The event which hooked me for life was a 1941 visit

downtown (Houston) to see the Me109 on display, in conjunction with a Bundles for Britain drive. Its yellow nose and rudder, five kill markings, swastika and crosses, "R" and tiger insignia, big white open "4", and all those guns were highly stimulating to an impressionable kid of nine. (As we now know, this was Werk Nr. 1190 of 4/JG26, flown by Uffz. Horst Perez when brought down in a Kent hopfield on 30 September 1940.)

Then, shortly after Pearl Harbor, the government-sponsored 1/72nd scale recognition model program was initiated. Their plans, marketed in large multi-subject sheets and in COMET produced kits, were the basis for most of my wartime production. I must have rivaled Brewster in output. Also, aircraft plans appeared regularly in Model Airplane News and Air Trails, often to 1/48th scale in the latter.

Scratch building? Except for the aforementioned STROMBECKER, solid model kits were simply a marked box (no art) containing plans, paper insignia and appropriately sized blocks of balsa plus wood wheels and perhaps that lead prop. Even though the main components were sometimes sawed to rough profile, we hard core types eschewed balsa for pine or basswood. So, in fact, each such model was scratch built, whether from kit supplied, MAN or Air Trails plans.

Incidentally, we of the static model persuasion also built the occasional "flying scale" model, such as those from JOE OTT or COMET's SPEED-O-MATIC line. These were hanger queens, often suspended from our bedroom ceiling by string and thumbtack.

I continued building solid models in the traditional manner through high school (1947-50), dropping to one (a Spitfire) during college, when other activities prevailed.

Then, in early '57, I built the only jet of my career - a Vought F7U "Cutlass" - on the wardroom table of DD-885.

Production resumed following marriage in 1959, thanks to a more stable lifestyle and budgetary constraints.

Then, in about 1970 came the fateful introduction to George Lee, a colleague at the Stanford Linear Accelerator Center (SLAC). Sensing a kindred

spirit, he promptly shoved me into the deep end, introducing me to plastic, silk screening of decals, AAHS, IPMS, and the concept of "in modeling, time is of no consequence." As a result, although I have been modeling fairly steadily ever since, I have only completed five: a Douglas A20A (1/32), a Laird "Super Solution" (1/16), two Wedell-Williams #44s (1/16), and a Rumpier CIV (1/32). I have been slogging away at a 1/24th scale DeHavilland DH9A since 1990. It has become a way of life.

O.K., so superb plastic kits are available in abundance, as exemplified by ACCURATE MINIATURES recent TBF-1. Then why continue to scratch build? Freedom of subject choice, limited only by configuration reference availability, is one reason. The desire to build to larger scales is another. But the primary motive is to construct a unique example of some favored subject, including the challenge and satisfaction of doing (almost) everything oneself. It helps if you're "un poco loco."

Editor's Note:

John is right, it has been my pleasure to watch his growth as a modeler for some years and to work with him as a judge in national conventions. My use of John's notes this month were to serve as an introduction to a favorite topic - who our members are and what are their skills.

Another aspect of our Seattle Chapter is that in our 35+ year history, we have been singularly blessed with not only a diverse membership (in terms of modeling interests) but some of the most skilled modelers to be found in the United States. I suspect many of our current members don't know how deep the "modeling disease" is and how afflicted several of our members are. Did you know for example that John Amendola is one of the finest aviation artists in the world? Were you aware that the Cozads were building award winning, stunning very small scale armor pieces when they were in their teens? Or that that Norm Filer had built a model of every Bf-109 prior to embarking on his current fanasty - building a model of every F-4? Did you know that Wayne Fiamingo did not honestly know there were planes other P-40s used in World War II (Korea,

(Continued from prior page)

Vietnam or the Middle East either). Did you know that local member Brian Mulron is by himself, trying to correct the U.S.'s balance of payments buying every foreign build cottage industry kit manufactured? That Earl Otto was once reported as deceased and yet continues to not only build fine models but also works on the restoration of real aircraft at the McChord AFB museum? These are but a few of the intriguing, yet often misunderstood and unknown facts lurking in our Chapter's closets. Just think about what a gold mine of information is available to our Chapter members.

This is not intended to take away from the skills that John Alcorn will dazzle you with as he works toward finishing his next scratch built masterpiece. I have been involved in obtaining several display models for the Smithsonian NASM as well as participating as a judge in the IPMS-USA conventions for a while and I can easily attest to the outstanding skills displayed by John in his scratch built models. The fact that our Chapter has other equally competent modelers is what I would like to explore more fully in the future.

Out of our past

Back in 1970, a few foolish folk started the Seattle Chapter Quarterly. We actually did this for several reasons including our belief that we (the Seattle Chapter) had the resources and ability to put out a first Chapter publication (of which there were maybe 5-8 others) and to begin to organize for our bid attempt to obtain the 1972 IPMS-USA Convention for Seattle.

Looking back over that first issue, we featured the cover art by John Amendola (our first was his beautiful Cherry Point based USMC F4U-4, with green and white wing and fuselage markings). John's number was SH6-8068, remember *named* prefixes?

Terry Moore did a great drawing of a (what else) B-17 decked out in full length red and white strips. Member John Dingle and friends were beginning to produce a line of kits, including the Ryan M-1 under the name of Greenbank Castle, Ltd. The name came from Vic Seely's then new residence in Greenbank on Whidbey Island. Jim Schubert presented, from his extensive research, three drawings of captured aircraft painted by the Japanese in their markings during WW II. These included a Ryan STM, a B-17E and Brewster B-339D Buffalo. Member Doug Remington (now deceased) provided drawings (with Terry Moore's skilled pen) of the USN's camouflaged SH-3A helicopters, which were then being used to rescue downed aircrews in the Tonkin Gulf of Vietnam. We had a short article on the markings for Japan's WW II aerial bombs and their more common symbols.

Mike Quan provided drawings indicating where details could be added to the then latest Frog TA-152H kit, which believe it or not we all thought was a great kit. We ran a profile drawing of a shark-mouthed F-100C, flown by the Kansas ANG's 184th TFG when they deployed to Vietnam and Korea in 1969 (supplied by long-time IPMS member and Chairman of the 1970 National Convention, Bob Pickett of Wichita;

sadly Bob passed away a few years ago as well). Chapter luminary, Larry Buettner ("ol quick draw") did an article and drawing to illustrate making an electric "hot wire" cutter for styrene and styrofoam. Larry's Treasurer's report outlined our princely bank fund of \$262.95, including the whopping \$31.14 it then took to produce the Chapter Quarterly. The editor, the modest soul he was, provided a set of side drawings for the S.H. (sierra hotel or) F-4, and it's then reasonably secret (though not to model builders in Hanoi) black bottomed 479th "Night Owls." These aircraft were navigating with Loran guidance, dropping highly classified (and almost unheard of) laser-guided bombs as part of the 8th TFW's from the Ubon RTAB. Not to be outdone, Terry had a short article and three drawings to illustrate a FW-190, Bf-109 and JU-88 being flown and in the markings the Japanese during WW II. Our two stalwart supporting advertisers were Scale Craft of Federal Way (really in Bill Osborne's house, which he graciously allowed his wife and daughters to share with the models) and American Eagles, then located on 15th Ave N.W. Although I no longer see Hungarian War College graduate Michael S. Edwards there, I occasionally still see Roger Torgeson ("ships and ancient wargaming specialist") still holding up the American Eagles banner.

Ah, the good old dark ages of Seattle's modeling past!

Ed. Note: Would you like to see these articles & drawings? They are still valuable tools in many instances.

Dues Reminder:

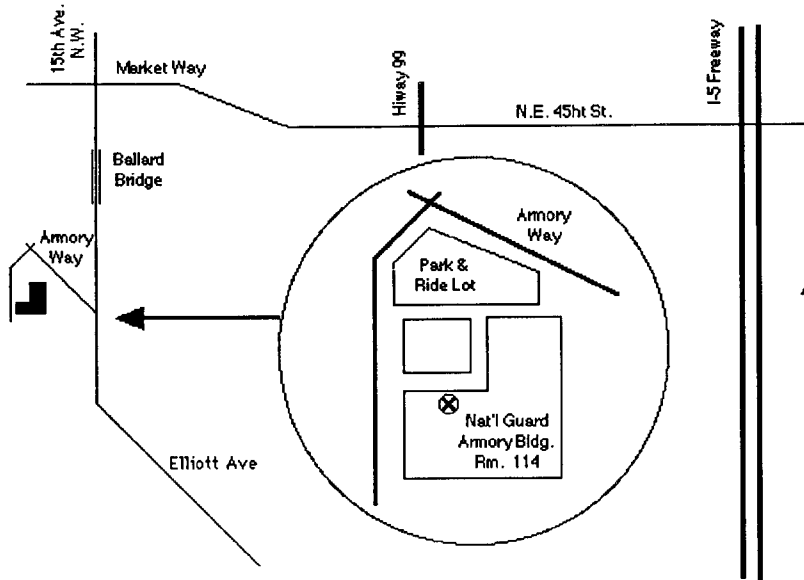
Our friendly Treasurer, Norm, is reminding us all that one of the few things we must do is pay our annual dues, a paltry \$12.00. You may do so by either sending a check and the following information to Norm (see his address on page 2) or bring this slip and your cash/check to our January 11th meeting. The deadline for paying 1997's membership fees is at the February 8th meeting. After this date you will receive no meeting notification, possibly be publicly ridiculed or placed in the Chapter's dunking stool.

Name: _____
Address: _____
City: _____ Zip: _____
Phone: _____ E-Mail: _____

Meeting Reminder:


Saturday, January 11, 1997

National Guard Armory
Room 114
1601 West Armory Way
Seattle



Directions: From North or Southbound 1-5, take the N.E. 45th St. exit. Drive West on 45th, crossing under Highway 99 (or Aurora Ave North) toward N.W. Market St. in the Ballard district. Continue West on Market St. toward 15th Ave. N.W. Turn left (south) onto 15th Ave. N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter). Watch for signs. You should park in the Metro Park & Ride Lot.

If coming from South Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western Ave. north to Elliott Ave. until it turns into 15th Ave N.W., then to the Armory Way turnoff.

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