

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2003

PREZNOTES



Spring Show 2003. What can I say? Jon and Tracy, Will and Stephen put on an excellent show. And with the help of a large group of IPMS Seattle members on show day, they helped to make this contest one of our best. Unfortunately, I don't have the names of everyone that helped set up the contest/vendor area, but suffice to say, it was up and ready to go before 9 AM. In the registration, raffle, and contest area I would like to profusely thank Jill, Spencer, Craig, Brian, Megan, Mike, Bill, Charles, JoAnne, Tracy, Jeni, the entire Chilenski family, Robert, Norm, and Keith for the incredible job they did. And to everyone else I did not see: **well done!** Our show just gets better every year.

There were 696 entries, which means there were close to 800 models in the room and the quality appeared to be exceptional, as always. There was a good turnout of junior entries, which may bode well for the future. There were also a few surprises including 1/72nd scale armor, which outnumbered 1/35th scale armor. The automotive entries were spectacular by their numbers (and some truly awesome models). Aircraft entries were dominated by 1/48th scale again, although the 1/32nd scale items filled quite a bit of table space. I did not have much of an opportunity to visit all the vendors so my wallet came home pretty much intact. Elsewhere in this issue you will find more information about the show...

What's the worst kit you have ever built? I know I've had more than a few in my 40-plus years of plastic model building. Unfortunately, my memories of some of the earliest kits I built have faded, but I had a lot of fun in the late '50s and early '60s with those 29-cent Hawk and Revell kits. It wasn't until I became more serious about the hobby that I discovered that some models were really **bad**. Here then, are a few choices culled from the relatively empty space above my neck. It certainly is not the bad kit list to end all bad kit lists - just a few that I remember.

Aurora WW1 biplanes. Looking back on some of the Aurora models, they were fairly accurate in outline and some are still buildable today. The molded-on markings were OK if you messed up the decals - you could hand paint the markings. Trying to align the upper wing and glue it to the struts with just two hands was usually a disaster for my pre-teen modeling talents. More often than not I threw the struts away and glued the top wing to the fuselage.

Aurora Me-109. Terrific box art. Unfortunately the plastic, molded in maroon metalflake, looked nothing like the aircraft on the box.

Revell B-17. I built a bunch of these. I think what sold me on the model was Jack Leynwood's cool box art. I was usually successful at making the moving parts move. Unfortunately, it didn't look right. The cockpit was the worst part of the model. I eventually learned about vacuforming canopies and substituted an Airfix B-17 canopy for somewhat of an improvement.

Airfix B-17. I built a bunch of these too. This model also bothered me because it

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SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 moorethan4@worldnet.att.net	Vice President: Keith Laird 528 South 2nd Ave. Kent, WA 98032 Ph: 253-735-9060	Treasurer: Norm Filer 16510 N.E. 99th Redmond, WA 98052 Ph: 425-885-7213 n.sfiler@GTE.net	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
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IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2003 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

May 10
July 12

June 14
August 9

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____ M. _____ LAST _____
 (leave blank)
 Address: _____

 City: _____ State: _____ Zip: _____
 Signature (required by PO): _____

Adult: \$21 Junior (17 years old or younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25 Other Foreign: \$28
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
 North Canton, OH 44720-2475
 Check out our web page: www.ipmsusa.org

IPMS Seattle Spring Show Report

by Keith Laird

Our 2003 IPMS Seattle Spring show on April 19 at Renton Community Center was a rousing success. We had 696 entries and if you count the display and collections the model count was probably 750 to 800 models. The attendance was outstanding! The hall was packed all day. All of the vendors did extremely well and were very happy with the venue.

I believe we had the highest turn out of IPMS Seattle club members that I can remember. I am very proud of each and every one of you. You all pitched in and helped where needed without being asked.

Thank you! Special thanks to Steve Tontoni for finding the great location, Tracy White and Jon Fincher for their great organization, and Steve and Will Perry for carrying on the tradition of seamless judging.

The models were outstanding, and for those of you who could not attend, Mark Thompson, Editor of *FineScale Modeler*, was there and photos of the best of best will be in a future issue of that magazine. Mark noted to me that he was glad to see that there is somewhere in the country where people are still modeling. Kent Eckhart and his lovely wife were there representing IPMS-USA and signed up five new members for the national organization. Kent is from Boise, Idaho, and is our new Region 7 coordinator. Look for great things from Kent. He has a lot of energy and some great ideas to make things better for all of us in the Region 7 chapters. IPMS chapters from Washington, Oregon, Idaho, California, and our brothers to the North IPMS Fraser River, and IPMS Vancouver, British Columbia, Canada were all represented.

Recognition was given to Emil Minerich of Skyway Model Shop in Renton, and Kevin Callahan of The Supply Depot for their

long support of our chapter. This was The Supply Depot's final appearance as Kevin is shutting down. Recognition was also given to Jon Carr Farrelly for his fine job of designing the table placards for the show. The special awards sponsored by individual members were many and outstanding.

Best of show as chosen by the contestants was Bill Cianci's exquisite model of Sir Francis Drake's *Golden Hind*. Roy Sutherland of Cooper Details went back to California with Best British Subject, and Best Finish (which was dedicated to our dear departed friend Ted Holowchuk) for his 1/48th scale Airfix Supermarine Spitfire Mark 24.

Wanted: Managers for My Front Offices

by John Chilenski

For those of you who can't quite place me, I'm the odd bird that does Sci-Fi and modern jets - in flight configuration. Yeah, yeah, I know, they spend most of their lives on the ground, but that's not what they were designed for! Besides, doesn't a Raptor look meaner in the air? I have some cockpits in need of pilots. I model jets in 1/72nd, 1/48th, and 1/32nd scales, and helicopters in 1/35th scale (please!). I'm short of pilot figures. If you have some pilot figures who could use a good home, give me a call and let's work something out. Also, I have lots of undercarriages, wheels and landing gear bays if anyone is in need.

Call me at (425) 228-8579, and leave a message.

The Model Show

by Paul Ludwig

My wife JoAnne helped Jill Moore and others register visitors and model entrants at the Renton Community Center for our annual model show. A man wearing biker pants and a helmet, age somewhere in his 40s, came in at around 1:30 pm and asked if the models were ready. This is how the conversation went:

Spectator: I saw the sign out front that there is a model show going on here today. When will they all be here?

JoAnne: Yes, the models have all been registered and can be seen in the main room. Cost of admission is \$2.

S: I'll need to go out to my car and get my wallet and camera. How long will they be here?

J: The judging will conclude by 3:30 pm and the awards will be awarded by the judges at that time.

S: That's great! What will the models be wearing for the judging?

J: Wearing? The models aren't people. The models are plastic - aircraft, tanks, ships, etc.

S: Oh.

J: Oh, wait! There are some plastic figures.

S: But your sign says "Model Show and Exhibit".

J: Yes, it's a scale modelers' show and judged competition.

S: I see...

J: Would you like to buy a ticket?

S: Well, actually, I'll have to go get my wallet.

The spectator did not return.



Photos From Spring Show 2003

photos by Stephen Tontoni and Scott Kruike

This page, clockwise from top left: Eddie Quintanilla's Construction Zone took first in Auto Diorama; Mike Franklin's Salvadorean FG-1 Corsair won the Best Small Air Forces award; Tom Hoard's A-4 Skyhawk diorama placed third in its category; Spectators study the autos; Bill Glinski's Bv 222 won the 1/72nd Multi-Prop category - if this is the new Revell kit, that's a quick build!





This page, clockwise from top left: Shannon Dimaulo's Tweedy-Pie won Best Hot Rod; Judge Wayne Holmes, from IPMS Vancouver, works his way through a full table of autos; Roy Sutherland's magnificent Airfix Spitfire Mk.24 and two of the awards it won, Best British Subject and the Ted Holowchuk Award for Best Finish; Jon Fincher's P-38 for the Champlin Collection, finally completed; Poison Ivy from Batman.



2003 IPMS Seattle Spring Show Results

Category 1; Junior-Aircraft

1st	Boeing 757	Earl Simons IV
2nd	Focke-Wulf Fw 190	Shelby Stricklen
3rd	Douglas Skyray	Earl Simons IV

Category 2; Junior-Armor

1st	Leopard A4	David Shackelford
2nd	<i>News from the Front</i>	Curtis Anzai
3rd	Tank	Duncan Scott

Category 3; Junior - Auto

1st	Monkeemobile	Travis Spitzer
2nd	Hummer	Amanda Frye
3rd	VW Beetle	Taron Fron
HM	Prowler w/ Trailer	Amber Froh
HM	Flintstones Car	Earl Simons IV

Category 4; Junior-Sci-Fi

1st	Firewind Tank	Mark Chilinski
2nd	Commissar Yarrick	Mark Chilinski
3rd	AT-AT	Earl Simons IV
HM	Nightwatch Guardsman	Mark Chilinski

Category 5; Junior-Naval

No Entry

Category 6; Junior-Miscellaneous

1st	Neanderthal Man	Earl Simons IV
2nd	Evangeline	James McCowen

Category 7; Aircraft - 1/73rd & Smaller

1st	Tupolev Tu-95 Bear	Les Knerr
2nd	Junkers Ju 52 Floatplane	Jay Mullins
3rd	Junkers G 38	John Lee

Category 8A; Aircraft - 1/72nd Single Prop-Allied

1st	Hawker Typhoon Mk IB	Ross Hillman
2nd	Grumman F4F-4 Wildcat	Bill Johnson
3rd	PZL P.23 Karas	Dan Smith

Category 8B; Aircraft - 1/72nd Single Prop-Axis

1st	Fw190A-7 Rammjager	Roy Sutherland
2nd	Junkers Ju 87 Stuka	Ross Hillman
3rd	Junkers Ju 87 Stuka	Stephen Tontoni

Category 9A; Aircraft - 1/48th Single Prop-Axis

1st	Focke-Wulf Fw 190 D-11	Les Knerr
2nd	Nakajima Ki-43 Oscar	Robert Windus
3rd	Mitsubishi A6M5 Zero	Jay Mullins

Category 9B; Aircraft - 1/48th Single Prop-Allied

1st	Supermarine Spitfire Mk.24	Roy Sutherland
2nd	Hawker Typhoon Mk Ib	Brian Geiger
3rd	Republic P-47D-15	Robert L Windus
HM	N.A. P-51B	Keith Chmielewski
HM	Curtiss P-40N	Chris Morris

Category 10; Aircraft - 1/72nd Multi Prop

1st	Blohm & Voss Bv 222	Bill Glinski
2nd	Lockheed 12	Larry Baldwin
3rd	Vought XF5U-1 Pancake	Mike Burton

Category 11; Aircraft - 1/48th Multi Prop

1st	Heinkel He 219 Owl	Brian Geiger
2nd	Dornier Do 335	Richard Hoard
3rd	Lockheed P-38 Lightning	Ken Conrad
HM	D.H. Mosquito Mk. VI	Don Schwendiman

Category 12; Aircraft - 1/32nd & Larger - Prop

1st	Mitsubishi Type 52 Zero	Don Schwendiman
2nd	Mitsubishi Type 52 Zero	Scott Rowland
3rd	Messerschmitt Bf 109G-5	Mark Gran
HM	Vought F4U-1D Corsair	Alan Edwards

Category 13; Aircraft - 1/72nd Single Jet

1st	X-45A UCAV	Tim Nelson
2nd	MDD F-4 Phantom	Daniel Carey
3rd	Douglas TA-4 Aggressor	Daniel Carey

Category 14; Aircraft - 1/48th Single Jet

1st	Lockheed F-104G Starfighter	Gary Meinert
2nd	MiG-21	Joe Brown
3rd	North American X-15	Brian Birk

Category 15; Aircraft - 1/72 Multi Jet

1st	MDD Phantom FGR.2	Mike Howard
2nd	Northrop F-5 Tiger	Daniel Carey
3rd	Lockheed F-22 Raptor	Jay Mullins

Category 16; Aircraft - 1/48th Multi Jet

1st	McDonnell F-101 Voodoo	Russ Johnson
2nd	MDD F-15I	Gary Meinert
3rd	Messerschmitt Me 262	Brian Birk
HM	MDD CF-18A Hornet	Barry Bidwell

Category 17; Aircraft - 1/32nd & Larger- Jet

1st	MiG-17F	Les Knerr
2nd	MiG-15 bis	Brian Willett
3rd	MiG-21	Brian Birk
HM	MDD Phantom II	Barry Bidwell

Category 18; Aircraft - Civil, Racing

1st	Beech 18 on Floats	Tim Bradley
2nd	N.A. P-51 Racer, 1972	Bill Glinski
3rd	Grumman Bearcat	Mark Gran
HM	Pitts	Barney Dunlevy

Category 19; Aircraft - Airliners

1st	Alaska Boeing 727	Tim Bradley
2nd	Australian Boeing 767	Tim Bradley
3rd	McDonald's MD 80	Tim Bradley
HM	Western Pacific Boeing 737	Mike Morrow

Category 20; Aircraft - Rotary Winged Vehicles

1st	MDD AH-64A Apache	Warwick Wright
2nd	Bell 47	Bob Chenoweth
3rd	Boeing Chinook	John DeRosia
HM	Bell/Boeing V-22 Osprey	Larry Pettit

Category 21; Aircraft - Biplanes, Vintage

1st	Albatros D.III	Jeff Johnson
2nd	Roland D.VI	Mike Kippenhan
3rd	Grumman F3F-1	Mike Howard

Category 22; Aircraft - Miscellaneous

1st	Grumman F4F-3 Catfish	Mike Kippenhan
2nd	Nieuport 11	Harry Avis
3rd	Heinkel He 111Z	John Lee

Category 23; Auto - Factory Stock

1st	'61 Chevy Impala	Shannon Dimaulo
2nd	Super Bee	Joe Spitzer
3rd	'41 Ford Woody	Shannon Dimaulo
HM	2003 Nissan 350Z	Brian Willet

Category 24; Auto - Hot Rods

1st	Tweedy-Pie	Shannon Dimaulo
2nd	Model T Rat Rod	Shannon Dimaulo
3rd	Chopped '32 Ford Coupe	Jerry Eads
HM	'41 Willys	Jim Rose

Category 25; Auto - Custom

1st	'40 Ford Convertible	Joe Spitzer
2nd	'56 Chevy El Camino	(unknown)
3rd	'48 Chevy Delivery	Jim Rose
HM	'41 Chevy Pickup	Jerry Eads
HM	'60 Chevy Impala Lowrider	Shannon Dimaulo

Category 26; Auto - Pick-ups

1st	'41 Chevy Pickup	Shannon Dimaulo
2nd	'25 Model T Pickup	Glen Ryder
3rd	"Retirement"	Bill Schmitt
HM	'29 Ford Pickup	Everett Quam

Category 27; Auto - Trucks, Rescue

1st	Ladder Chief	Wes Parker
2nd	'58 Plymouth Police Car	Glen Ryder
3rd	Ford LF-8	Wes Parker

Category 28; Auto - Closed Course Racers

1st	1952 Ferrari 500 F2	Rodney Mead
2nd	Honda F1 RA 272	Cory Workman
3rd	1958 Ferrari 250 Testa Rosa	Rodney Mead
HM	Lotus-Climax 25	Herb Pfeiffer

Category 29; Auto - Straight Line Racers

1st	1966 King Cobra	Shannon Dimaulo
2nd	'41 Willys Gasser	Jim Rose
3rd	'70 Nova Funny Car	Jerry Eads

Category 30; Motorcycle

1st	BMW R75/5	David Campbell
2nd	Ducati 900	Tim Held
3rd	Honda RS 1000	Tim Held

Category 30A; Auto - Misc, Rally Cars

1st	Peugeot 206 Rally	Ted Bell (Steven Holmes)
2nd	Mitsubishi Lancer EVO 6	Andrew Birkbeck
3rd	Vespa Ice Cream Scooter	Terry Davis
HM	Peugeot 206 Rally	Ted Bell (Steven Holmes)

Category 31; Diorama - Aircraft

1st	<i>Attack on Yamamoto</i>	Dan Bijold
2nd	MH-53M	Richard Rosenau Jr
3rd	Douglas A-4 Skyhawk	Tom Hoard

Category 32; Diorama - Auto

1st	<i>Construction Zone</i>	Eddie Quintanilla
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Category 33; Diorama - Armor

1st	Jagdtiger	Paul Lindgren
2nd	K 5(E) German Railway Gun	Scott Taylor
3rd	<i>A Moment of ?</i>	Robert Merit

Category 34; Diorama - Sci-Fi, Space

1st	<i>Caught Red-Handed</i>	Tony Phillips
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Category 35; Diorama - Naval

1st	Viking Ship	Bert Peterson
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Category 36A; Diorama - Vignette

1st	Scots Greys at Waterloo	Robert Burik
2nd	India Light Infantry	George Haase
3rd	The Old Guard at Waterloo	John Massetti
HM	<i>Orc Family to Market</i>	George Haase

Category 36B; Diorama - More than Five Figures

1st	<i>Last Stand of the Teutonic Knights</i>	John P Thirion
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Category 37; Diorama - Misc

1st	Light House	Bert Peterson
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Category 38A; Armor - 1/35th Closed Top to '45-Axis

1st	Panzer III A	Mark Ford
2nd	Panzer II Luchs	Brian Geiger
3rd	Captured T-34/85	Mark Aldrich

Category 38B; Armor - 1/35th Closed Top to '45-Allied

1st	M5A1	Jonathon Stetson
2nd	Char BI bis	David Hansen
3rd	Hotchkiss H-35	Gary Weeks
HM	M4 Sherman	Joseph Powers

Category 39; Armor - 1/35th Closed Top after '45

1st	T-55	Andrew Birkbeck
2nd	M-51 Israeli Sherman	Ross Hillman
3rd	M-2 Bradley	Rob Lutz
HM	M60 A1 Blazer	Rob Lutz
HM	M26 Pershing	Andrew Birkbeck

Category 40; Armor - 1/35th Open Top

1st	Marder III	Scott Rowland
2nd	Sd. Kfz 7/1	Mike Millette
3rd	M21 Mortar Carrier	David Campbell
HM	Famo Maintenance Vehicle	Mike Rugani

Category 41A; Armor - 1/36th & Smaller-Axis

1st	Sd. Kfz 251/9 Halftrack	Mike Kippenhan
2nd	Pz. Kpfw. VI Tiger I	Mike Kippenhan
3rd	Pz. Kpfw. 38	Russ Field
HM	Pz. Kpfw. VI Tiger I	Jay Mullins

Category 41B; Armor - 1/36th & Smaller-Allied

1st	T-34 1943	James Gray
2nd	BT-7 Fast Tank	Vladimir Yakubov
3rd	M48 A3	Russ Field
HM	Cromwell Mk.4	Andrew Birkbeck
HM	M3A2 Bradley APC	Jay Mullins

Category 42; Armor - Soft-Skinned

1st	Jeep	Keith Chmielewski
2nd	Horch Staff Car	Mike Millette
3rd	¾-Ton WC56 Command Car	Jay Mullins

Category 43; Armor - Towed Artillery & Missiles

1st	203mm Howitzer	Pete Forrest
2nd	AA Gun	Greg Hako
3rd	37mm Anti-tank Gun	Glen Ryder
HM	M8A1 + M59	Larry Pettit

Category 44; Armor - Conversions & Scratchbuilt

1st	Sd. Kfz 252 1/35th	John Frazier
2nd	Sd. Kfz 7/2 Flak 37 1/72nd	Bill Gliniski
3rd	RAF Fuel Truck 1/144th	Glen Adams

Category 45A; Ships - Powered-1/700th & Smaller

1st	Russian AC <i>Rossiya</i>	Vladimir Yakubov
2nd	Russian AC <i>Bayan</i>	Vladimir Yakubov
3rd	Russian AC <i>Vladimir Monomakh</i>	Vladimir Yakubov
HM	Russian Ironclad <i>Novgorod</i>	Vladimir Yakubov

Category 45B; Ships - Powered-1/350th & Larger

1st	<i>USS Salt Lake City</i>	Roger Torgeson
2nd	<i>USS Porter</i> DD356	Rodney Mead
3rd	<i>USS Goldsborough</i>	Godfrey Cook
HM	LCI Landing Craft Infantry	Ron Spinek

Category 46; Ships - Unpowered

1st	<i>Golden Hind</i>	Bill Cianci
2nd	<i>Constitution</i> Cross Section	W G Willis

Category 47; Ships - Misc, Submarines

1st	English X-Craft	Mike Kippenhan
2nd	<i>USS Pennsylvania</i>	Bill Speece
3rd	<i>USS Seawolf</i>	Paul Peterson

Category 48; Figures - Less than 54mm

1st	Headsman	George Haase
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Category 49; Figures - 54mm & 1/35th

1st	French Legionaire	George Haase
2nd	95th Rifles	George Haase
3rd	Imperial Guard	George Haase

Category 50; Figures - Larger than 54mm

1st	Samurai Archer	Steve Cozad
2nd	English Knight	Robert Burik
3rd	Highland Clansman	Steve Cozad
HM	Norman Knight	Stan Cozad
HM	Mountain Man	John Massetti

Category 51; Space Fact

1st	Saturn	Chris Doll
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Category 52; Science Fiction - Vehicles

1st	Skyrocket	Terry Moore
2nd	Advanced Prototype Craft	Coby Lorang
3rd	Imperial Walker AT-AT	Roy Sutherland
HM	TAV Hammerhead	Mark Aldrich

Category 53; Science Fiction - Single Creatures

1st	Ernie Monster Bust	Joe Graziano
2nd	Bert Monster Bust	Joe Graziano
3rd	ABC War Robot	Joe Graziano
HM	The Mummy	Tony Phillips

Category 54; Science Fiction - Miscellaneous

1st	RX-78 NT-1 Alex Gundam	Jeremiah Rosario
2nd	Master Gundam	Jeremiah Rosario
3rd	Wing Zero Custom	Jeremiah Rosario

Category 55; Collections

1st	<i>Mustang Ranch</i>	Les Knerr
2nd	B-24 Liberators	John Lee
3rd	Japanese Twin A/C	John Lee
HM	Team Dodge 2001	Carl Kietzke

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NABBROKE Post-Mortem

article and photos by Scott Kruize

Well, that was educational. Not in the rarefied Higher Education sense, like at Pierce Community College, where my co-sponsor Ken Murphy teaches. I mean more like “school of hard knocks”.

We learned that the Seattle IPMS Chapter’s Spring Show has run long enough to acquire **momentum**. Our Special Award event was assumed to need a professional trophy but not a separate space for its entries. We found ourselves inadvertently at cross-purposes with several people working hard to carry out Show planning and procedures, but at least our hasty negotiations all worked out.



An utter failure was my intention to do a little Award Presentation of our own. I thought it would be clever and amusing to make a big deal of the unique qualities of our entries, and read aloud the flowery Award Certificate I composed. Ken was unsupportive, but my disappointment at this was misplaced. The Spring Show is one long day of milling-around noise and confusion, and our announcements to assemble at our table at three o’clock were completely ignored. If experienced and P.A.-amplified voices like Jon Fincher’s

and Terry Moore’s could scarcely be heard above the pandemonium during the known end-of-show Presentations, there was **never** any hope for me!

Lastly was “a failure to communicate”. I thought our ideas for this event would be clear, even obvious. Certainly, I thought I wrote enough about it, starting in September with the essay “Something New from Something Old”, and finishing with “Lose Something?” in

the last newsletter before the show. Wrong!

Ken has a theory, firmly based on classroom experience, that no amount of explanation will get a new idea across until people have seen demonstrations for themselves, three or four

times. If so, it’s easier to understand why our few entrants really thought they were entering our event correctly, by:

- building any old kit, *or*
- finishing up a kit they’d started way back when, *or*
- resurrecting an old built-up kit from the dust of the attic or basement. Even someone else’s!



Let me repeat here, then, our basic intention: to have modelers build **now** a kit they once built **before**, way back when they first started modeling.

I realize now that specifying an original issue date (we said by 1970) wasn’t important. Any kit of any issue date, if it was among the first a modeler built while starting out in modeling, would’ve been fine. And not all of us are actually Aging Baby Boomers; some are younger, some older. Aging Baby Boomers like me may have a 40-year gap between modeling now and ‘way back when’. But whatever the size of the gap, greater or lesser, the idea was to have **now** a “Nostalgic Kit-Building Experience” by **re**-making something we made **before**.

Hindsight says the event would have been better named “Now and Then”!

But I’m not finishing this post-mortem in mourning. For all the difficulties, miscalculation, and general lack of communication, we scored two solid hits! There’s success for you!

Chris Wall-Spinosa pulled an old Aurora SNJ out of its box and assembled, but did not deface with paint, its stunning yellow plastic parts. I was shocked when I saw it: “Did a time machine suddenly whisk **my** old build of that kit to our table?” No, he

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Look What I Found!

by Andrew Birkbeck

In his amusing article in the April 2003 chapter newsletter, member Scott Kruize insisted that we as a group of modelers weren't having much fun with our hobby. As I interpreted the article, this is because we spend our lives building for contests, and load our kits down with complicated aftermarket parts in order to improve our chances of winning. Those who build to win contests, it would seem, don't have fun with the hobby. And as a cure for all this un-fun hobbying, Scott suggested we put aside our mega-projects, and spend a little time building some kits from yesteryear, just like we did when we were young, during that age when "everything was nothing but fun", or something similar. Herewith is my response to Scott's comments, to be taken lightly, in the same spirit that he put forth his own ideas: in a fun manner.

First off, let me point out that when I enter my models at contests, they usually win something. This isn't to brag, just a simple statement of fact, for the record so to speak. I can thank my modeling friends such as Ted Holowchuk for this fact, for they pointed out how I could improve my techniques, not to win contests, but simply to build a finer model. As an example, I entered six models in three different categories at this past month's IPMS Seattle Spring Show. For my efforts I was awarded by the various judges one First, one Second, and two Judges' Commended awards. And out of the six models, not a one was built "for contest". I simply took my six most recent models, and entered them in the contest so that others might have a chance to share in the fun of viewing what I consider some decent models. For the record, only one of the six models had any aftermarket parts that cost more than \$1 attached to them, these being some of my favorite aftermarket metal link-by-link tracks.

Also for the record, I had an absolute blast building each and every one of the six

models, with the exception of one. This one was a car model, and I had problems with the decals reacting negatively with the clear coat of gloss I applied over them. Sometimes things go wrong, despite your best efforts. Call them "learning experiences". Despite this mishap, I still had fun building this kit.

All six kits were produced by their various manufacturers between 1999 and 2003. All were extremely accurate renditions of the 1/1 vehicle that they were modeled against. All were extremely well detailed out of the box, hence my deciding they didn't need anything extra added to what came in the box, with the one exception. I have to totally disagree with Scott on one major point in his article: building pre-1971 kits is **not** my idea of having fun. I decided that way back in 1973, as a matter of fact. Prior to that year, I had been building the kits as a child that Scott wishes me to built today. And while I had fun building them, I wasn't so naïve to think they were great kits. Often times the parts didn't fit very well, and the instructions usually caused me confusion in trying to assemble them. And the decals weren't very good, nor for that matter was the paint I attempted to apply using the old Mk. I Paint brush. Still, you worked with what was available, which in my case was Airfix, Frog, and the odd Aurora kit.

Then sometime in the summer of 1973, a new name in model kits came to my attention. Unlike my usual selection, this firm originated in the Far East, and the first kit in question cost two or three times what my usual ones set me back. The name on the kit said "Tamiya", and opening the box at the local hobby emporium was like experiencing a cool breeze on a hot summer's day. The detail on the parts was much better than I had seen on my previous kits, it was crisper in nature, and when I got the kit home and started to assemble it, the fit of the parts was superb relative to previous models I had built. And the instructions! No more guessing as to where the parts attached to one another! I was hooked, and Mr. Tamiya and I have been the best of friends ever since.

I don't rush the construction of my models if I can avoid it. Rushing is for work, not my hobby. While I am often impatient to get a project done, this is simply because I have so many superb models on my groaning shelves I wish to build. And Mr. Tamiya keeps tormenting me by releasing better and better kits every year to tempt me to part with my hard earned cash. That said, rushing has always led to disaster, so I avoid it at all costs. To Scott I say, haste makes waste, why rush fun? If you have a superb kit like the ones produced by Mr. Tamiya, why rush the experience? Savor the moment, like smoking a good cigar, sipping a fine wine, or caressing a lovely woman.

I also disagree with Scott on the matter of aftermarket parts. Certainly, the thought of attaching 350 photo etched parts to a model that measures five inches by three inches is a little insane, but then who really uses all the parts you get in one of those \$25 sets? Besides, Mr. Eduard now offers his ZOOM sets, at 25% the price of the regular sets, with correspondingly fewer parts. For my armor models, nothing improves a model like some nice photo-etched mesh for the stowage baskets. And those turned aluminum barrels for armor models take **less** time to add to the kit than the plastic parts supplied by the kit manufacturer. As for a resin cockpit, often times they are totally unnecessary, but I do use them from time to time, or perhaps I just add an aftermarket resin ejection seat with lovely cast-on harness detail. These ejection seats really do enhance the look of a kit, I believe.

Is this taking the hobby too seriously? That is open to debate, but each of us is entitled to do as he or she pleases with their modeling project. However, I do question the opinion that by adding such items to my models, I am no longer having fun. On the contrary, thanks to the efforts of others (those with the skills to produce the aftermarket parts), I am able to take my models up a notch or two in quality, **without** having to stress out and do all the scratch building myself. In my eyes, this makes my life a lot easier, and allows me to enjoy the hobby as much as I did prior to

these products being available, yet produce a finer result.

To me, building the highest quality kit, straight from the box, or with an added after market piece or two allows me to build great quality models with much less hassle than previously experienced as a child. This gives me a great source of satisfaction in my life. I would agree that contests can stress one out, and if mishandled, can ruin the fun in the hobby. But that is up to the individual concerned, and is not a given. People do need to lighten up a bit, but this has nothing to do with the kits or aftermarket parts available for them. It is the personality of the modeler that makes for fun, or not. Don't blame the kits. Scott can have all the Merit and ancient Monogram kits I can lay my hands on, if he promises to give me in return the latest from Mr. Tamiya. Oh, and some packets of link-by-link metal tracks! That way we can both be extremely happy ☺.

In Praise Of Difficult Kits!

by Jacob Russell

What do modelers such as Larry Baldwin, Terry Moore, Bill Osborn, and Jeff Smith have in common? The answer is a willingness to step up to the plate and accept the challenge of building limited-run injection molded, vacuform, and resin kits. I was greatly encouraged by the high number of entries in our Spring show, but was quite discouraged by the small number of limited-run, resin and vacuform kits in the aircraft categories. Model aircraft in 1/72nd and 1/48th scales are my primary - but by no means only - area of modeling interest and there were so many models on the tables I'm 100% percent certain that I did **not** see them all. I do however recall seeing very few limited run /resin/vac models entered. Larry Baldwin scored a 2nd place with an MPM or Special Hobby kit and I was very encouraged by this development. Great work, Larry! I don't mean to slight the accomplishments of any IPMS/Seattle members whose entries I may have missed,

in case someone's getting out the tar and feathers...

The primary purpose of this article (a pause here as I mount my soapbox) is to ask rhetorically how **easy** is modeling supposed to be? I think that most modelers agree that we are living in a Golden Age of modeling which, unlike the Dot Com boom, shows no sign of ending any time soon. The sheer amount of reference books, detail sets, and accessories is unprecedented and I'm amazed at the constant release of new products on the market. It's impossible to keep up (somehow though, Emil Minerich of Skyway Model Shop does, 'cause he's The Man) with the flood of **stuff**. We now are witnesses to the completely absurd phenomenon (in my opinion) of resin cockpits and detail sets that precede the actual kits for which these items are intended! You may wonder what this has to do with the question of how easy the hobby is supposed to be. In a word, **everything**. Terry Moore in a recent editorial lamented the proliferation of aftermarket products for kits that don't really need them, at the expense of detail sets for such gems as say, the Frog Blackburn Shark. I agree with Terry 100% - but isn't the new stuff **neat**? Yes, it sure is, but if 98% of new products are aimed at only the AccuTamiGawa crowd, where does this leave those who build more than "add glue and paint to the box, shake and out comes the model" kits? I accept that most modelers have these things called **lives** - jobs, families, other interests and hobbies - and therefore have limited modeling time. Given a choice between spending four or five hours merely *cleaning up* an LTD or MPM kit for construction and the same amount of time *building* an AccuTamiGawa kit, most prudent - and **sane** - modelers would opt for the latter. And I love them for their choices - these modelers are the primary reason that the quality of aftermarket products has improved so much in recent years: they have the money to back up their preferences!

However I will go out on a limb here and state my opinion that this preference **may**

be detrimental to the **craft** of model building. And I think that this preference is quite obvious at our meetings, in addition to contests. Any modeler of reasonable skill can build a kit from AccuTamiGawa. These kits are so well engineered that the key to success in building them is **minimal intervention from the builder**: don't screw up on the basics (fit, alignment, etc.) and you're all but guaranteed good results. These kits are **great**, but unless you have mastered the **basics** of modeling-and I personally have **not** - I think these kits lull modelers into a false sense of complacency about their modeling skills. I for one require the reality check of an old Pegasus or MPM kit from time to time to assess just how proficient a modeler I really am.

If I **do** have a point after expelling so much hot air (and thank you for indulging me), it is that I do not think that limited-run, resin, or vacuform kits can compete in IPMS contests unless the better modelers can be encouraged to build them and demonstrate that limited-run/vac/resin kits can be built to the same standards as mainstream kits. How do I propose to change the state of affairs? "Thinking Globally", my first idea is that IPMS/Seattle needs to have an award for the best limited-run/vac/resin models entered in **regular** competition with mainstream kits, as opposed to their entry in separate categories. I plan to put my money where my mouth is, and sponsor this award myself. The prize might be a subscription to *Replic* or *Wingmasters* magazines - is that sufficient incentive to get some variety on the tables? I guess we'll find out next year. "Thinking Locally", I am going to make a concerted effort to make things difficult for myself whenever I can! With this in mind, I'm currently building the LTD PZL P.11c that I bought from one of the Cozad brothers at the February meeting for \$5. What about **you**? What do you think about the state of the hobby? Are you going to step up to the plate, and build a difficult kit? In the end we all have to decide for ourselves what is the best way to spend our valuable modeling time. The late Ted Holowchuk once told me to always buy the best engineered kit that I could afford. Brian Mulron also told me to **never** let the

medium dictate the choice of modeling subjects: if you want to build a particular plane and the only available kit is a vac then that's what you build. The end results should speak for themselves, and once the model's on the table ready to be judged all bets are off. When I think about the contrasting opinions of these highly esteemed modelers, I'm **still** not sure that modeling is supposed to be easy...What do **you** say?

Pete Bowers

by Norm Filer

It is with considerable sadness that I report that one of the truly legendary aviation figures of our time has passed away. Pete Bowers died on April 27th after a lengthy fight with cancer. He was 84.

For many of us older guys here in the Seattle area, Pete was a friend. To a lot of you younger fellows, who came along after he had stopped going to the local air shows, he is best remembered for the constant flow of articles, pictures, and books on a wide variety of airplane related subjects.

I first met Pete while still in high school in North Central Washington in the early 1950s. Even at that early (well, to me at least) period, he was well known for his aviation writings. I was helping a local man rebuild a sailplane and we traveled to Wenatchee to attend a sailplane meet. Pete was there, and while I don't remember much about the meet, I still remember how happy I was to meet him. What impressed me then, and still does today, was the time he spent with me, a young country kid who had nothing to offer except enthusiasm. Much later, when I moved to this area and got to know him better, he always had time for my requests for help finding pictures and information on whatever I was looking for. Navigating the piles and stacks around his place was both a challenge and a pleasure. I always found

more stuff than I felt any polite individual could ask permission to copy.

Bill Larkins said that his last ever flight as a pilot was to give a young Pete Bowers a ride. At that point, 1942, Pete was just starting his long aviation career and was not yet a pilot. I thought it ironic that one of our much admired aviation photographers was wrapping up a flying career while the other was just starting, and they stayed friends and co-authors for all these years.

One of the best memories I have of Pete is at the local air shows. John Amendola, Jim Morrow, I, and a few others always found a place to get away from the crowd and closer to the action. At times we even had "official" press credentials. As soon as the guys would gather, the funny exchanges and pointed remarks would start about Pete's camera. Long after most of us were into 35mm and a bag full of expensive lenses, there would be Pete with that funny bellows-fold-up-type-antique-store-Kodak. That and an old gym bag were his camera setup. He shot more and better pictures with that thing than I ever shot with my fancy 35mm. When Kodak quit making ammunition for that thing I heard he very reluctantly went more modern. I have no idea where that camera (or cameras) is, but it should go to the NASM as one of aviation's treasures.

I have had a couple days to reflect on Pete's death, and I guess a bit longer to think some about it, as it was a rather long illness, but I still have a difficult time thinking about opening some aviation related magazine and not finding something with Pete's name on it. It has been so common all my adult life that it is difficult to accept that it will be no more. I was told that he still had three more books underway right up until the end.

He gave a lot of people a very knowledgeable and pleasant introduction to aviation. I wonder what aviation will do to recognize him. As is all too common, a lot of whatever recognition he gets should have been done years ago.

What, More Jug Stuff?

by Hal Marshman, Sr.

Yep, indeed more Thunderbolt stuff. Hope I'm not boring everyone, but as things occur, I do feel I ought to keep folks updated.

In my original kit review of Tamiya's P-47D, I lamented the fact that Bud Mahurin's *Spirit of Atlantic City, N. J.* could not be built straight out of the box because Tamiya had duplicated the cooling gills prominent on D-15 variants and newer, and the Mahurin bird is a D-5, with cooling gills the same size all the way to the bottom. Well, it didn't take long for an aftermarket company to come to the rescue. Now available from Roll Models is a replacement set of proper cooling gills. Stock number LO48207, early P-47D cowling flaps at \$5. In addition, they also stock LO48206, P-47C cowling and flaps at \$7.50. Include an exorbitant \$7 for shipping and handling to: Roll Models, Inc. P. O. Box 27066 Golden Valley, MN, 55427-0066.

The -C cowling will be helpful if you wish to do Bob Johnson's *Half Pint*, Hub Zemke's *Moy Tovarish*, or any number of aces' early birds. *Half Pint*, by the way, is the kite in which Johnson had his famous encounter with the "saluting" Fw 190.

Here's a little gem that the instruction sheet doesn't mention. On Klibbe's *Little Chief* in its final configuration, the lower outer gear covers and inner gear doors are edged in insignia red in the same manner in which the U. S. Military currently does theirs. Building Hasegawa's Gerald Johnson's bird *In the Mood?* Same-oh same-oh. I have color photographic evidence of the above.

Keep It Positive

by Keith Laird

I have noticed what is to me a disturbing trend in modeling magazines, and our own *IPMS Journal*. There are a minority of people who are making a lot of negative statements about our hobby.

Examples are: the hobby is dying, hobby shops are going out of business, and you have too many kits. There are others but I think you get my point.

All of us who enjoy model building need to support our hobby, and when we make a comment voicing our displeasure, we need to be aware of our audience. The majority of IPMS Seattle and IPMS/USA members are adults. Children listen to what adults say. The mind of a child processes information differently because they do not have the life experiences to fall back on. Children are the future of our hobby and of our club. If we as adults make derogatory comments about the hobby as whole at club meetings, contests, and in modeling magazines we could destroy the desire that child might have to become a modeler. We make a lot of jokes about Airfix kits for example. Airfix has put out some subjects that no one else has done in all the years that all the manufactures have been producing kits. If I am a little kid and the Short Sunderland is my favorite airplane I do not want to hear or read about how bad the kit is. What I would want to know is to how to overcome problems that the kit may have and be guided in those techniques. This is known as constructive criticism, and that is what good club members do.

When I get down, as people do from time to time, modeling is part of my therapy to fight the blues. I do not like the negativity either. I enjoy modeling and if I have to build Airfix or Frog to get the subjects I enjoy that is what I will build.

Some readers have been slamming *FineScale Modeling*. I wrote editor Mark

Thompson thanking him for putting out a affordable, usable, American modeling magazine. I also asked him to keep his publication positive. The *IPMS National Journal* has been getting a lot better about keeping negativity out of the *Journal*.

It is a fact of life that the computer is now part of our every day life. The virtual hobby shop is here and is not going away. Anyone who has been in the toy or hobby business will tell you that it is one of the toughest at which to make a living. Business has to adapt to the times, and the prevailing business climate, to survive. If you do not, you go out of business. So yes, our traditional retail hobby shops are disappearing, but the Internet shops are growing and expanding. It is also a fact that most of the "cottage industry" items come from overseas and local shops cannot afford to carry it all, so if we want a specific item we have to order it by mail or Internet. We also know that because of real estate prices and the cost of doing business in some areas (as in King County) it is very difficult, if not impossible, for the traditional mom and pop operations to survive. Our family just had to close our family business in similar circumstances after 35 years and we were on the net. Times change whether we like it or not.

Modeling is a hobby, a time of leisure to unwind and relax. Keep it positive!

Add Some "Glass" To Your Work Area?

by Bob LaBouy

Have I got a deal for you. Among the many things "surrendered" during our recent move were numerous hobby related work areas. In process of giving up the associated desk space, I managed to keep the sheets of glass I had for them and am offering them to anyone who calls first and picks it up at our home in Redmond.

Haven't thought about adding some "glass" to your modeling operation? I urge you to do so. If you're still modeling on the dining room table or (heaven forbid the thought) in the garage, a sheet of nice clear glass can add a lot to your modeling desk or space. It not only provides a great place to put your foldouts, (I meant "reference photos" really...), but in my case provides me a place to trim decals, mix small amounts of paints, layout and trim masking tape (into curved or very small pieces) and last, but by no means the least important, it keeps that occasional untidy amount of paint overspray or turned over bottle of glue from refinishing the wood underneath. Every once in a while, a safety razor blade and some Windex does wonders for restoring the entire surface back to a clean work area.

I have three sheets for the asking in the following approximate sizes (and they may be further cut down to fit your actual needs):

(a) 10" x 46" (b) 14" x 39" (c) 20" x 40" (d) 22" x 64"

The first bloke who calls can have them all, or one as you wish. Plus you get to take a nice drive into the semi-forested area East of Lake Washington and learn what King County used to look like before the 1960s. Interested? Give me a call at 425-868-9706.

PrezNotes*from page 1*

didn't "look" quite right, but it had working parts too and it was only \$1.29 at Northend Hobbies. Unfortunately, I had to wait years until Hasegawa issued their B-17 kits before I had a good one in the collection.

Airfix MiG-15. Not many parts and they did not fit at all.

Revell P-51D. Probably Revell's worst 1/72nd kit. It didn't even **look** like a P-51.

Frog SB-2. It appeared that the molds were cut freehand on this model. Parts did not match, let alone fit together. Not what was expected from a major kit manufacturer.

Frog D.H. Hornet. Unfortunately, this model required so much work to make it look like a Hornet, it was hardly worth the effort. At least the parts fit was reasonable.

Aosima F2A Buffalo. This is one of many Aosima kits that had working parts, unfortunately sacrificing accuracy for moving bits. It does somewhat resemble an F2A.

Sutcliffe and Contrail vacuforms. The first vacuforms I bought were Horsa, Waco, and Hamilcar gliders. The main problem with the Horsa and Waco kits was that you could not tell the leading edge from the trailing edge of the wings. I actually finished the Hamilcar. I threw away the Horsa and Waco.

Airmodel vacuforms. Somewhat better detailed but alignment of parts, accuracy of shape was somewhat suspect. I actually finished the P6M SeaMaster and C-123.

Veeday and others. In the early 1970s a new trend was emerging - "garage" kits. Subjects that individuals were producing in a variety of forms of types that Revell, Airfix, or Monogram wouldn't do. Unfortunately, the technology wasn't there and the early garage kits suffered from a lack of

quality control. Interesting subjects, but only buildable with a little help from Jack Daniels.

Mach 2 C-123. Having built the Airmodel kit, I thought this would be a great opportunity to do another aircraft of this type. Unfortunately, it looks like they just copied the Airmodel kit, with all its flaws and problems. Interesting though, taking a bad vacuform kit and turning it into a bad injection molded kit.

Maquette Boeing 307. The problem with this model is that you can't build **any** of the 10 production aircraft out of the box.

Hobbycraft DHC-2 Beaver. I'm still steamed about this one. Released only a few years ago, it looks like it's one of their earliest molds. Grrrrr.

If you remember some of your worst kits let me know. I am quite sure there are a few more out there than my short list.

Oh yes, about my article in the April issue on the Royal Aircraft Establishment exhibit of captured enemy aircraft. It was a real event. Only the airplanes in my article were a work of April foolery. Also, if you can figure out two subtle movie references woven into the text you can win a prize (hint: George Peppard). *[Just in case anybody out there didn't get the point of the April issue, I should probably point out that in addition to Terry's "back room at the RAE exhibition" article, the RAAF didn't actually fly the TSR.2 (although they should have done), and the Israeli Air Force never operated P-47s. - ED]*

We'll see you at the meeting,

Terry

NABBROKE Post-Mortem*from page 9*

didn't know Ken or me and cannot possibly have known that I share with him the experience of having once built it. And closer examination revealed that it certainly wasn't my old work: his decals were on neatly, the anti-glare panel masked off in straight lines; the pilots painted up in **several** colors. Most astonishing of all: those thin lines in the glass greenhouse were painted silver! It looked, in short, the way I'd wished mine had turned out – and could have come a lot closer to, if only I'd taken a little time and care and patience, way back when!

And Everett Quam dug out from his closet a Midway Swap Meet find: an old Lindberg "Blue Angels" Tiger jet. His first was gotten with a quarter and some cereal box tops, way back when. His experience was mostly watching Father build the kit for him, but it was enough to get him hooked on modeling. His re-build, like Chris', was right out of the box, preserving the kit's molded plastic color. Like Chris, he painted the canopy frame, which his father may not have done way back when, but it's a fitting tribute all the same. And it certainly was a nostalgic experience to build it once again, as his description – again, like Chris', conveyed.

All you out there that brought an entry, even if it wasn't quite as expected, or otherwise helped and supported our event, thank you. Chris and Everett: particular thanks to you both for making the Nostalgic Aging Baby Boomer Real Old Kit Experience award event just what Ken and I were aiming for.

Maybe we'll do it again next year. Perhaps more people will "get it", per Ken's theory. Wouldn't that be educational!

Upcoming Model Shows, Contests, and Swap Meets

Saturday, May 31

IPMS Alexander Pearson Modelers 2003 Invitational Model Show and Contest. Theme: 100th Anniversary of Flight: the First 20 Years (1903-1923). IPMS Class Categories And Rules. Best Of Categories: Best Aircraft; Best Armor; Best Automotive; Best Ship; Best Space Fact/Sci-Fi/Fantasy; Best Single Figure; Best Diorama; Best Junior Age 11-17; Best Junior Age 10 And Under. Special Categories: Judges' Choice; Contestants' Choice; People's Choice; Theme Aircraft - Oregon Ace Subject; Polish Subject; French Subject; Sow's Ear (Any subject reworked/detailed from an old, poorly engineered kit). Entry fee: Contest Entry: Adult: \$5 for 1-3 models, and \$1 each additional model; Juniors, age 11 -17: \$1 model entry; Juniors, age 10 and Under: Free; Display Entry: Free. Jack Murdock Aviation Center, Pearson Air Museum, 1115 E 5th, Vancouver, Washington. For more information, contact Pascal Valadier at 503-282-9371, or <http://www.angelfire.com/wa3/ipmspearsonmodelers/index.html>

Saturday, June 14

Masterpiece Models Modeler's Swap Meet, 150 vendors, admission \$5. 17108 NE 10th Avenue, South of the Interstate 5 Clark County Fairgrounds Exit, Ridgefield, Washington. Web site: www.masterpiecemodels.com

Saturday, September 13

Evergreen Aviation Museum Model Show & Contest. Sponsored by IPMS Portland & Evergreen Aviation Museum. Show theme: Record Breakers. All IPMS categories. Registration, 9 am - 12 noon, judging completed by 3:15 pm. Museum entrance fees: \$9.50 adults; \$8.50 seniors; \$5.50 children. Contest entry fees: Adults, \$5 for 1-4 models, each additional model \$1; Juniors ages 11-17, \$1 per model; Juniors 10 and under, free. For more information, contact Brian Yee at 503-309-6137, or by e-mail at byee1959@msn.com. Web site: <http://www.geocities.com/oregonshow/>

Spring Show Awards

from page 9

Category 56; Flights of Fancy

1st	RAF Ta 183	Terry Moore
2nd	Ta 183 Huckebein	Mike Morrow
3rd	Israeli P-47	Stephen Tontoni
HM	Blue Angels A-6	John DeRosia

Category 57; Misc

1st	Bungy Dude	Terry Davis
2nd	SNJ	Chris Wall-Spinosa
3rd	Bristol 138	Terry Moore

Category 61; Junior - Prefinished

1st	'49 Merc'	Cougar Bayer
2nd	'58 Plymouth	Hassani Dotsun
3rd	'77 Monte Carlo	Cougar Bayer

Category 62; Prefinished

1st	'57 Chevy	Everett Quam
2nd	BMW 320	Everett Quam
3rd	'41 Ford Woody	Everett Quam

Special Awards (Sponsor)

WW2 Pacific Theater (Tracy White):

Mitsubishi Zero, Scott Rowland

Red Aircraft (Chris Banyai-Riepl/Internet Modeler):

Stampe SV4c, Terry Davis

Civil Auto or Motorcycle (Jon Fincher):

Model T 'Rat Rod', Shannon Dimaulo

Canadian (Jim Schubert):

Beech 18, Tim Bradley

Italian (Emil Minerich/Skyway Model Shop):

Nieuport 11, Harry Avis

NABBROKE (Scott Kruize, Ken Murphy):

Blue Angels Tiger, Everett Quam

British (Robert Allen, Keith Laird, Andrew Birkbeck):

Spitfire 24, Roy Sutherland

French (Pascal Valadier):

French Legionnaire, George Haase

Small Air Forces (Stephen Tontoni, Will Perry):

Salvadorean FG-1, Mike Franklin

Floatplane (Bob Dempster/DWC Foundation):

Beech 18, Tim Bradley

Early Aircraft - '03-'23 (Pearson Modelers):

Nieuport 11, Harry Avis

WW2 Japanese Aircraft (IPMS Palouse):

Zero 52, Scott Rowland

Best Junior: Firewind Gun, Mark Chilenski

Best Space Sci-Fi: Skyrocket, Terry Moore

Best Ship: *Golden Hind*, Bill Cianci

Best Diorama: Jagdtiger, Paul Lindgren

Best Figure: Samurai Archer, Steve Cozad

Best Automobile: Peugeot 206, Ted Bell (Steven Holmes)

Best Military Vehicle: Marder, Scott Rowland

Best Aircraft: AH-64 Apache, Warwick Wright

Best Finish/Ted Holowchuk Award: Spitfire Mk.24, Roy Sutherland

Best Of Show Contestants' Choice: *Golden Hind*, Bill Cianci

The Ted Holowchuk McLaren

by Steven Holmes

The purpose of this article is to acknowledge the interest in the Ted Holowchuk F1 model I made last summer shortly after his passing.

Like most of us who knew Ted, I was completely unprepared for his untimely death. Never has there been a case where the "good" have been taken from us in the truest fashion of the word and for that reason I wanted to say "thanks" somehow for all that Ted did for me and my fellow modelers. I wondered how to say it, so I chose the very thing that brings us all together, model making.

The subject for my model is the recent Tamiya McLaren Formula One car. I chose it because it is one of these kits where you use "decals" in place of paint in the areas that are a challenge to paint, even with the best of skills. I don't particularly care for kits that force this on you. If you know the car then my point will be better understood. I find this to be one very weak point

from Tamiya and I have had numerous run-ins with models that have had "decal becomes paint" areas. In fact this type of modeling solution is laborious and I think I still have a few of these kits among my collection. For that reason I chose to sacrifice this kit in hopes of honoring Ted.

The kit itself is typically an excellent Tamiya kit. Its features are well done and represent the real racing car to the max. Except for the decals. The model was built basically box stock and the entire purpose of the project was to somehow honor Ted. I chose the colors to enhance the model, the style and location of the livery was to



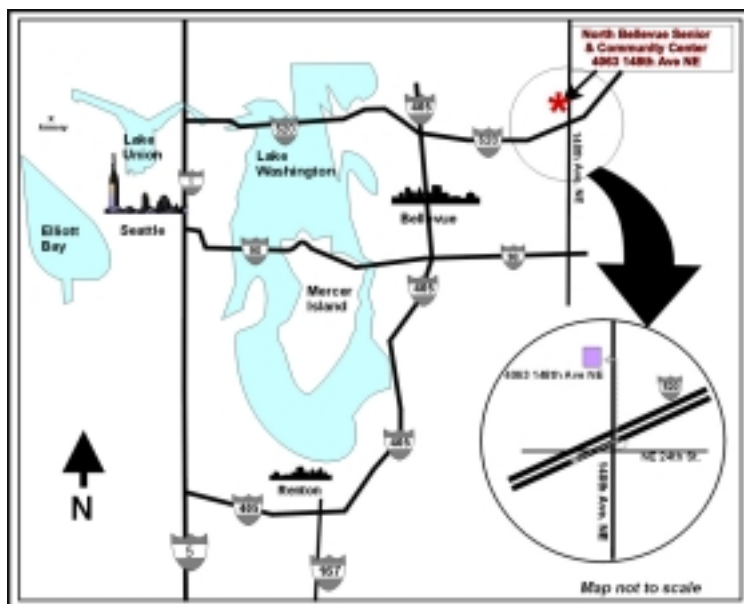
photo by Stephen Tontoni

simply acknowledge him via a model. The livery is press type lettering found at my local hobby store. The paint is Model Master and clear coated with PPG Stratoclear. Polished to 12,000 grit and waxed.

No magic here, just a good model to start with and the passion to say thanks in my own way to a man that many of us dearly loved. Rest in peace Ted.

Meeting Reminder

May 10 10 AM - 1 PM



**North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue**

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.