

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2007

PREZNOTES



What a spectacular show! There were approximately 561 entries and counting the display only and collections, the count was over 600 models. We had visitors from as far away as southern California and Las Vegas. For all those members of IPMS Seattle that “volunteered” some of your day to help run the show, our sincerest thanks. Of course, it could not have been accomplished without the fine leadership of Tracy White and Jon Fincher, show coordinators; Charlie Sorenson and Mike Millette, head judges; Eric Christianson, who did a bang-up job in his first go as raffle coordinator; Spencer Tom and Jill Moore, registration; Colin Blythe, forger; Henley, scrounger; and Danny, the tunnel king (sorry, I had to include that from last years column. TD). Thank you all for making the show the smooth running machine that it is. Also, thanks to Norm Filer, our “web weenie” (his title, not mine), for photographing all of the entries that are now on our website. He also set up a photo booth so some of the models could

be photographed in a nice environment. We shall see the fruits of those labors soon. Robert Allen was truly missed as host and those of us that tried to fill his shoes...well, let’s just say he has some mighty big shoes to fill. Somehow we managed to make it through the day without him, but next year...his absence will **not** be allowed.

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IPMS Seattle Web Site (Webmasters, Norm Filer & 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 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 Spencer Tom, 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 2007 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 12
July 14

June 9
August 11

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$25 Junior (17 years old or younger): \$12

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

Check out our web page: www.ipmsusa.org

2007 Spring Show – A Judge’s Perspective

by Charlie Sorensen

Our Spring Show this year was again a great success. From the contest side we had many fine models for our judges to peruse. The tables were full of wonderful creations spanning the full spectrum of IPMS categories. From the opening of the doors at 9 am till the close of entries at noon modelers were busy setting up for the display at a fairly constant stream.

This year some members of the staff that we felt should be a bit more visible and easier to spot from across the show floor were asked to wear some really bright green traffic type vests. I heard a couple comments from my fellow staffers that some of us instead looked a bit like traffic barrels and we needed to keep moving. This was proved out when an older gentleman tried to set his coffee cup on my shoulder. All in all, the vests were valuable to the staff to find each other at a moment’s notice. Good job, Norm.

As far as the judging side of the show goes it was really no different than past years except for the official splitting out of 1/48th Armor from the smaller categories. This has made the judging a bit more equitable between very small models and those of medium size where the possibilities of detailing are greater.

Categories that have been light in the past are gradually gaining entries every year. Sci-Fi Vehicles, Autos, and Figures are some that have been really growing. Last year we had so many Star Trek models that we were able to split them out into their own category. I’d like to see more of that. Keep it up folks!

After the judges meeting in the morning you could witness little clumps of folks bent over the tables, searching out the best of the best; a difficult task when you’re talking about several hundred models. As the teams went about their tasks my co-head judge, Mike Millette, and

I wandered the isles getting a good look at models we might have missed earlier on and making sure our judges were doing alright with their assignments. Seldom did we need to move a model to a more correct category nor did we have too many glitches. That’s not to say everything always runs perfectly; we always seem to find a couple areas we need to watch a little more closely next time. But that’s part of the fun; there will be a next time.

When the teams had handed in their clipboards at around 3 pm it was time for Mike and I to start our toughest job; tallying all the winners, making sure a category wasn’t missed, getting the team leaders together again to choose the “Best of’s”, counting out the ribbons for each team to place, etc. The list is long.

I believe we did a little better this year in our efforts to keep folks from packing up and leaving prior to the awards ceremony. It’s always very difficult to impart to the entrants that even though they may not have gotten a ribbon by their model the special awards are still to come and there very well may be one of those waiting with their name in it. We’re still working on that problem, though.

I saw many happy faces as the awards were announced and many of those were quite surprised. That’s always a good feeling.

I want to thank all of our judges for their fine help in putting on the contest. It isn’t possible without those volunteers. Many of them are coming great distances, from Oregon, California, Idaho, Montana, and Canada and putting in some very long days. Thank you all very much.

I’m looking forward to next year’s show and contest with great anticipation. The staff members are already working on the planning and also things to improve and will continue to meet throughout the year to bring you another fine day of modeling. I would encourage your input on the contest; pro or con, as long as it’s constructive. Just send Mike or me a note via e-mail at cjsorensen@comcast.net

A Request From Show Co-ordinator Tracy White

The 2007 show is over, and I’d like to start by thanking everyone who helped; you help not just the local club but also our hobby and I appreciate it. It’s a grand event and we couldn’t pull it off without all of you who gave your time, money, spare kits, etc. to further our hobby and have a great time. We’ve got a great team and seem to have hit a great groove with the operations of the show.

That said, I’ve spent a lot of time over the last week mulling over the number of models that showed up. We’ve had a trend for a while of dwindling numbers; I think the peak that I remember from my tenure was over 700 models; this year there were about 560 registered entries (this does not count the great “display only” turnout we had), roughly 50 down from last year. This seems to be a hobby-wide trend, but that doesn’t mean it sits right with me.

Put simply, I want to know why and reverse the course.

We have yet to sit down for the committee’s first debrief, but my top priority is to get more kits on the table next and successive years. My goal has always been to grow this show to be the undisputed biggest and best in the West. So to those of you that didn’t bring models I ask, why not? Is the show too long? Do you feel that it is only for those that wish to compete? Are you worried about damage?

What could we do differently in the future that might make more of you want to place a model on the table for others to enjoy? That’s what the show is ultimately about; the enjoyment of models. Obviously some kind of enjoyment has gone if the numbers are down. I welcome all comments or ideas at whitet@blarg.net

2007 Spring Show Category Winners

Here is the list of winners at the Spring show. Unfortunately, after the show, some of the paperwork was mislaid, and we don't have the results for several of the armor, and "best of" categories. If anyone could supply that information, I'd be happy to print it next month.

Place Model Modeler

001 Junior-Aircraft

1st	A-4 Skyhawk	Kevin Johnson
2nd	PBY	Conor Blakley
3rd	P-40 Tomahawk	Paul Guettler
OoB	PBY	Conor Blakley

002 Junior-Armor

1st	Tiger I	Sean Nelson
2nd	88mm AA	Kevin Johnson
3rd	French countryside	Scott Sherfey

003 Junior-Auto

1st	Nissan 350Z	Alex Filatov
2nd	Nissan Skyline GT-R	Alex Filatov
3rd	'69 Riviera	Steve Souza

004 Junior-Space Fact/ Future Tech.

1st	Zaku	William Birkbeck
2nd	Squashed Gundam	William Birkbeck

005 Junior- Prefinished No entries

006 Junior-Miscellaneous

1st	Green Dragon	Steve Souza
2nd	Verlinden Sniper	Kevin Johnson
3rd	USS Yorktown	Steve Souza
HM	Freddie Flameout	Lisa Nelson

101 Aircraft-1/73rd & Smaller

1st	Macchi 200	Glenn Adams
2nd	Spitfire Mk. VIII	Glenn Adams
3rd	Spitfire Mk. IX LF	Glenn Adams
HM	IL-28 Beagle	Mike Millette
OoB	Do X	Alan Edwards

102 Aircraft-1/72nd Single Prop

1st	Bf 109G-12	John Frazier
2nd	P-47D	Jeremy Hill
3rd	Bf 109G-14	Pierre Gallant
HM	I-16	Jeremy Hill
HM	FM-2 Martlet	Brian Yee
OoB	Hawker Typhoon	Jeremy Hill

103a Aircraft-1/48th Single Prop-Axis

1st	Fw190A-2	Dave Sherrill
2nd	D.520	Ben Pada
3rd	Bf 109E-3	Ben Pada
HM	Fiat G.50	Chas Bunch
HM	J2M6 Jack	Dave Sherrill
OoB	Ki-43 Oscar	Terry Schuler

103b Aircraft-1/48th Single Prop-Allied

1st	P-39	Dick Hanson
2nd	P-39	Brian Birk
3rd	Yak	Bob Windus
HM	P-51D	Darrin Bringman
HM	AT-6	Bill Miller
OoB	P-51B	Richard Dougloush

104 Aircraft-1/72 Multi Prop

1st	Ki-45 Nick	Pierre Gallant
2nd	Me 410	Brian Yee
3rd	Lancaster RCAF	Brian Birk
HM	Bv 222	Jay Mullins
HM	SB-2	James D. Gray
OoB	Mosquito P.R.IV	Brian Birk

105 Aircraft-1/48th Multi Prop

1st	Beaufighter Mk.X	Dave Sherrill
2nd	Hs 129B	Jeremy Hill
3rd	Mosquito FB Mk. VI	Terry Schuler
HM	B-24D	Chas Bunch
HM	Mosquito	Drew Hatch
OoB	Mosquito FB Mk. VI	Terry Schuler

106 Aircraft -1/32nd & Larger- Prop

1st	SBD-5	Chris Morris
2nd	Bf 109G-6	Brian Geiger
3rd	Fw 190A-8	Dave Pratt
OoB	TBM Avenger	Brian Birk

107 Aircraft-1/72nd Single Jet

1st	F-16 Greece	Ruud van der Salm
2nd	A-4C	Daniel Carey
3rd	Canadair Sabre	Pierre Gallant
HM	TA-4	Daniel Carey
OoB	F-104 Holland	Ruud van der Salm

108 Aircraft-1/48th Single Jet

1st	Mirage 2000	Mike Millette
2nd	Mirage 2000	Mike Millette
3rd	Mirage 2000	Brian Birk

109 Aircraft-1/72n Multi Jet

1st	CF-18	Warwick Wright
2nd	F-14	Daniel Cary
3rd	Sukhoi T-4	Bill Osborn
HM	Hispano Super Saeta	Pierre Gallant
HM	B-66	Bill Osborn

110	Aircraft-1/48th Multi Jet		206	Armor-Towed Artillery & Missiles	
1st	Me 262	Dave Sherrill	1st	leFh 18 10.5 cm Hwtzr	Bob LaBouy
2nd	F-15J	Brian Birk	2nd	Leopold Rail Cannon	Anthony Froh
3rd	F-4J	Michael Virr	3rd	8.8cm Flak	Bob LaBouy
111	Aircraft-1/32nd & Larger- Jet		207	Armor-Conversions & Scratchbuilt	Unknown
1st	F-16 Block 50	Chris Morris	301	Figure-Less than 54mm	
2nd	He 162	Joseph Brown	1st	Sniper Squad	George Haase
3rd	F-16C	Brian Birk	2nd	Chaos Guardian	Ed Souza
HM	Sabre Mk.6	Brian Birk	3rd	Dwarves 35mm	Ed Souza
OoB	F-16C	Brian Birk	302	Figures-54mm & 1/35th	
112	Aircraft-Civil, Racing		1st	Medieval Figure	Steve Galpin
1st	Ryan NYP	Jim Schubert	2nd	British Soldier	Steve Galpin
2nd	Macchi M-33	Jim Schubert	3rd	Polish Lancer	Ed Souza
3rd	Westland Widgeon	J. Tarvin	303	Figures-Larger than 54mm	
113	Aircraft-Airliners		1st	German Soldier	Talino Bruno
1st	FwA-16	Tim Nelson	2nd	Praetorian Guard	Talino Bruno
2nd	Mosquito Transport	Warwick Wright	3rd	French Knight	Talino Bruno
3rd	Reno Air MD-90	Tim Bradley	HM	Norman Knight	Steve Cozad
OoB	Mosquito Transport	Warwick Wright	HM	SS Strm. Furher	Peter Hickey
114	Aircraft-Rotary Winged Vehicles		304	Sci-Fi/Fantasy Figures	
1st	Bell 47	Terry Davis	1st	Elgur	Talino Bruno
2nd	Bell47G	Bob Windus	2nd	Jurassic	Steve Hilby
3rd	CH-124 Sea King	Michael Virr	3rd	Decapitator	Chris Morris
115	Aircraft-Biplanes, Vintage		401	Ships-Powered 1/700th & smaller	No entries
1st	Bleriot XI Penguin	George Bacon	402	Ships-Powered 1/700th & larger	
2nd	Moraine G Trainer	George Bacon	1st	USS West Virginia	Roger Toreson
3rd	Fokker D.VII	Jay Mullins	2nd	LCM3	Bob LaBouy
OoB	Fokker Dr.1	Dave Arnold	3rd	USS Chicago	Geoffrey Cook
116	Air Scratchbuilt/vac/conversions		HM	ESSO Glasgow	Doug Girling
1st	Canadian AS-3 Avenger	Joseph Brown	HM	USS Shea	Ken Sanuma
2nd	Su-33	Brian Birk	403	Ships-unpowered	No entries
3rd	DB-7	Stephen Tontoni	404	Ships-Submarines	
HM	Douglas O-35	Craig Meador	1st	USS Ohio	Doug Hallet
OoB	F-16 Cockpit	Wes Parker	2nd	Type XIII U-Boat	Chris Banyi-Riepel
201a	Armor-1/35th Closed Top to '45-Axis	Unknown	3rd	U-204	Les Walden
201b	Armor-1/35th Closed Top to '45-Allied	Unknown	OoB	USS Los Angeles	Wes Parker
202	Armor-1/35th Closed Top after '45	1st	501	Auto-Factory Stock	
203	Armor-1/35th Open Top	Unknown	1st	Dodge Viper	David Hempel
204a	Armor-1/36th & Smaller, All Types	Unknown	2nd	40 Ford 2-Door	Shannon Dimalo
204b	Armor-1/48th, All Types	Unknown	3rd	65 Mustang	Wayne Holmes
205	Armor-Soft-skinned	Unknown	OoB	65 Mustang	Wayne Holmes

502 Auto-Hot Rods

1st	47 Chevy	Shannon Dimalo
2nd	34 Ford Street Rod	Gary Dycke
3rd	32 Ford Coupe	Shannon Dimalo

503 Auto-Custom

1st	59 British Bomber	Chris Binnett
2nd	59 Chevy El Camino	Shannon Dimalo
3rd	04 Acura RSX	Shannon Dimalo

504 Auto-Pick-ups

1st	79 Ford Pickup	Shannon Dimalo
2nd	Hummer Pickup	Bill Ayer
3rd	Chevy Truck	Dale Schmitt

505 Auto-Trucks, Rescue

1st	USN Flt Deck Fire Truck	Les Knerr
2nd	Chevy Truck	Unknown
3rd	Peterbuilt Wrecker	Bill Ayer
HM	1959 VW Kastenwagen	Craig Meador
HM	Ford Car Carrier	Bill Ayer
OoB	Bussing 8000	Carl Kietzke

506 Competition - Closed Wheel

1st	1963 Corvette	Paul Steadman
2nd	Opel Astra GT	Carl Kietzke
3rd	Land Speed Racer	Terry Davis
OoB	Ford GT	Gary Dycke

507 Competition - Open Wheel

1st	Custom Coffin Modified	Steve Hilby
2nd	Bantam Balst Dragster	Shannon Dimalo
3rd	32 Ford Vicky Jalopy	Everett Quam

508 Motorcycle

1st	Yamaha Road Star	G. Rydar
2nd	1960 H-D Panhead	Harry Avis
3rd	Yoshimura Hayabusa	David Hempel
HM	Iron Cross Chopper	Shannon Dimalo
OoB	Roadster	G. Rydar

601 Space Fact

1st	Apollo Saturn V Rocket	Jack Brooks Coe
2nd	Apollo Command Module	Jack Brooks Coe
3rd	L.E.M.	Jack Brooks Coe

602 Aerospace test/record breakers

1st	Martin X-24B	Carl Kietzke
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603 Science Fiction-Vehicle

1st	Surveillance Droid	Preston Kabinoff
2nd	Zircuss Attack Glider	Chris Binnett
3rd	Big Frigga 109	Chris Binnett
HM	Collision Alert	Aaren Larsen
HM	Angel Interceptor	Doug Girling
OoB	Atragon	George Tuffnail

604 Science Fiction-Figures/Creatures

1st	O.E.P. Mk.15	Chris Binnett
2nd	RX-178 Gundam	Elbert Lin
3rd	Mobile Police	Doug Packard

701 Diorama-Aircraft

1st	Me 262 & 163 in Hangar	Dan Johnson
2nd	Aircraft Ready for Flight	Dan Johnson
3rd	Hiroshima	Gene Richart

702 Diorama-Auto

1st	53 Ford Finishing Hole	Dale Schmitt
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703 Diorama-Armor

1st	The Tank and the Dog	George Stray
2nd	M-20 Scout Car	Dale Moes
3rd	Tunisia Tiger	Lauren Blakley
HM	"Oh sh..." Ambush	Talino Bruno
HM	"Sign? What bloody sign?"	Peter Hickey
HM	Baghdad 2003	Robert Burik

704 Diorama-Sci-Fi, Space

1st	The Hunter	Talino Bruno
2nd	Surprise!	Talino Bruno

705 Diorama-Naval

1st	Trial - USS Enterprise	Les Knerr
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706 Diorama-More than 5 Figures

1st	The Barbarians	Talino Bruno
2nd	Swamp Thing vs. Skeletoid	George Haase
3rd	101st on D-day	James Gates

801 Collections

1st	Canadian Hornets	Norm Filer
2nd	Zeroes	John Lee
3rd	CF-100s	Dan Ryan
HM	Spitfires	Dan Ryan

802 Flights of Fancy

1st	Arado E.555	Dave Sherrill
2nd	Moonbat	Terry Moore
3rd	F-106J	Mike Millette

- 803 Dinosaurs**
- 1st Elasmosaurus George Tuffnail**
- 2nd Mammoth John DeRosia**

- 804 Group Builds**
- 1st F-4J Bacon/Morris**
- 2nd German Tanks Shawn Gehling**

- 805 Miscellaneous**
- 1st German Locomotive John DeRosa**
- 2nd VW Type 87 Shawn Lainoff**
- 3rd VW Type 82 Shawn Lainoff**

- 806 Jasta Schweinhimmel - Special Build**
- 1st Ken Murphy Fokker Dr.III**
- 2nd Stephen Tontoni Unknown**
- 3rd Unknown**
- HM Fokker V29-1 Charlie Sorensen**



Top right: A 1/48th scale Monogram AT-6 by Bill Miller; center right: A Bleriot XI Penguin (non-flying trainer) by George Bacon

Special Awards (Sponsor)

- People's/Modeler's Choice (IPMS Seattle)
- Best Finish - Ted Holowchuk Award (IPMS Seattle)
- Best Canadian (IPMS Vancouver BC)
- Best Submarine (Oregon Historical Modeler's Society)
- Best NATO Aircraft (Internet Modeler)
- Best Bare Metal Finish (IPMS/Tacoma Green Dragon/Les Sundt Memorial Group)
- Best Firefighting Aircraft (Dan Farnham, Scale Firebombers)
- Best Fire/Line Safety Vehicle, Land/Sea (Seaside Fire Service)
- Best British Subject (Robert Allen, Andrew Birkbeck, Keith Laird)

- Best Civilian Auto/Motorcycle (Jon Fincher)
- Best "What If" (Jon Carr Farrelly)
- Best Italian Subject (Stephen Tontoni & Will Perry)
- Best Airliner (Norm Filer)
- Best Small Air Forces (Jim Schubert & John Alcorn)
- Best 1/32nd Scale Aircraft (Shawn McEvoy)
- Best 1942 Pacific Theater (Tracy White)
- Best Street Rod/Custom (IPMS PSAMA)

Model

- 59 British Bomber
- 59 British Bomber
- AUGP Cougar
- Type XXII U-Boat
- F-104G
- RCAF Lancaster
- Canadair CL-125
- USN Flight Deck Crew
- Beaufighter Mk.X
- 1960 H-D Panhead
- DHC Caribou
- Pretorian Guard
- Mosquito
- F-15
- Fw-190A-8
- P-39 Airacobra
- 59 British Bomber

Modeler

- Chris Binnett
- Chris Binnett
- Peter Hickey
- John Derosia
- Ruud van der Salm
- Brian Birk
- Doug Girling
- Les Knerr
- Dave Sherill
- Harry Avis
- Doug Girling
- Talino Bruno
- Warwick Wright
- Dave Keller
- Dave Pratt
- Josh Kaiser
- Chris Binnett

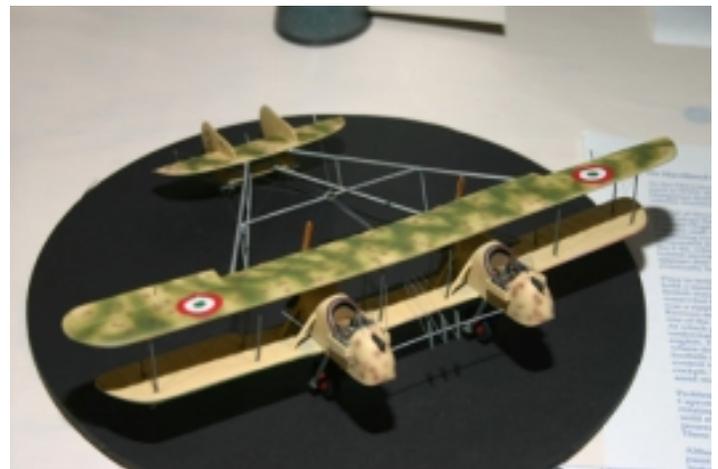
2007 Spring Show

photos by Norm Filer

I missed the show this year due to a back injury, so these captions are educated guesses! This page clockwise from top right: Dave Sherrill's Arado E.555 placed first in "Flights of Fancy"; Terry Davis' Land Speed Racer; David Hempel's Dodge Viper took home a first place ribbon; Brian Birk's RCAF Lancaster won Best Metal Finish; Jim Schubert's Ryan NYP won Best Civil Aircraft.



Clockwise from top right: Once again my armor recognition skills fail me on this very nice model; Warwick Wright's CF-18; Stephen Tontoni excercises his imagination with his Jasta Schweinhimmel entry; Warwick Wright again - this Mosquito took home the Best Airliner special award; Chris Binnett's '59 British Bomber took home multiple awards including People's Choice, and the Ted Holowchuk award for best finish.



Why Modeling Matters!

by Jacob Russell

“Hobbies are practiced for interest and enjoyment, rather than financial reward. Examples include collecting, creative and artistic pursuits, making, tinkering, sports and adult education. Engaging in a hobby can lead to acquiring substantial skill, knowledge, and experience. However, personal fulfillment is the aim.”
(Source: Wikipedia)

I think that one of the best aspects of our hobby is the camaraderie of other modelers. I visit my good friend Andrew Birkbeck each Tuesday night. We spend about three productive hours shooting the breeze while working on our respective projects. We have spent many hours debating the merits of home ownership. He has been a home owner for many years, and last year my fiancée Sara and I bought our first house. Andrew warned me that I was in for a “bit of an adjustment”, and that my lifestyle would change. This was an understatement, to say the least. In the five months that we have owned our house we have had two floods, we have painted both bathrooms (which were painted with flat paint for reasons unknown), and recently learned that we may need a new roof. None of this is out of the ordinary for the typical homeowner, but it is new territory for us.

I had a moment of clarity recently and realized that I was waiting for the “dust to settle” before I set up my new work shop and began modeling in it. If I discounted the nights spent with Andrew I hadn’t done **any** modeling at home at all since last November. I still haven’t. I have been working 56 hours per week since last April, including being on call Saturdays once a month, and working all day every Sunday. I shouldn’t be surprised to find myself tired and lacking enthusiasm. I was surprised to discover that far from being elated by our new house I was depressed by the whole thing. But Sara and I made a conscious decision to buy a home, after

years of paying rent to someone else. We are convinced that our decision was the right one.

I have been building models for about twelve years and I like to work on a model every day. My adherence to the so called “Birkbeck Formula” of one hour per day of modeling is well known and I owe my recent success in contests to a disciplined approach to the hobby. But I have become so distracted by the “joys” of home ownership that I have stopped doing something that I realize is crucial to my emotional well being. I have learned that having a hobby is important, more important than I thought. I think that the busier I am, the more crucial it is to do something that brings pleasure and satisfaction. I think that modeling matters, and here are four reasons why:

1) It is good for your health. I shut out the world for that one hour per day that I am modeling. My heart rate slows down, along with a drop in my blood pressure. I feel that focusing my brain on pleasant, creative tasks helps my serenity and I have a greater feeling of balance in my life, and I am more positive to be around. Don’t take my word for it - ask my fiancée!

2) You learn useful skills. Many writers lament the decline in teaching of traditional crafts in the digital age, yet the demand for hand made goods has never been greater. I have learned to use an airbrush and compressor, and I know far more about paints and solvents than I expected (or wanted). It is true that fewer young people are entering the hobby, and this is unfortunate, because the skills needed to assemble and paint a model directly transfer to other areas of life. Like home ownership...

3) You develop of network of friends. In the last twelve years I have made many friends, and many of them belong to IPMS/Seattle and NWSM. Now that we have bought a house I find myself asking people like Mike Medrano about things like caulking materials rather than what model he’s working on. These friendships

have a life of their own beyond the club. This is important to me because I moved here at the age of 34 and I feared that it would be hard to make new friends in the Northwest. I’m happy to report that I was wrong.

4) You learn to share. I know, I know, can’t we all just get along? Well, not all of us learned the concept of sharing at home or in kindergarten, and we arrived at adulthood with a somewhat crabbed view of the world. This kind of “me first”, self-centered thinking is challenged the moment we join a group like IPMS. We meet other people with similar interests, who genuinely enjoy sharing their knowledge and skills with us. I belong to a 12-Step fellowship and one of my favorite things about this group is their belief that “we can only keep what we have by giving it away”. This is true of modeling as well. It is precisely because so many club members have been so generous with me that I am happy to share what I have with others. My sons share my passion for model building and both have won Best Junior awards at our spring show. My nine year old daughter also enjoys the hobby, and we have built two models together and are working on our third.

I am sure that you each have your own reasons for model building, and I know we lead extremely busy lives. I have a hard time slowing down and savoring a moment of quiet contemplation. When I sit at my workbench and work on a model I really feel a lot better. I have been building models long enough that it has become an integral part of my daily routine, and I feel diminished without it. Model building doesn’t have to be a solitary pursuit, either. I encourage you to find someone within the club who shares your interests, and spend some time together working on models. You will be glad you did. So turn off that television, or log off the computer, and get to work!

Raffle Wheeling and Dealing

by Stephen Tontoni

I walked into the IPMS Seattle Spring Show, and first thing that morning, I plunked down \$20 for 30 tickets. The deal was \$10 for 15 tickets...so double that.

As the morning began, I didn't have that much luck with the raffle, so when my number was drawn, I didn't see much on the table that floated my boat. No matter; I saw a Monogram B-36 and knew I could trade well with it. So with that kit in hand, I visited a favorite vendor and suggested he give me a \$20 trade credit on that. He accepted, so my initial investment was effectively covered.

Another of my numbers was drawn later, and now there was some new stuff on the table, but nothing that I really needed. There was this very cool Tamiya car kit though...and I recalled there was an Eduard Profipack Albatros W.4 floatplane at a vendor I could probably swap with. So I took the car and went off to that vendor and suggested a straight-across swap. He wasn't into cars either so turned me down, when I noticed the next vendor over was selling cars. I suggested he buy the kit from me for \$15 (the price of the Albatros) and when he accepted, I simply bought the plane. A three way swap that would have made Steinbrenner proud! *[Wouldn't you have to get a Rocket to make Steinbrenner proud? – ED]*

I got another win later that day, and as I was standing at the table, trying to figure out how to use the ticket, my buddy mentioned he had his eye on a 1/48th Tamiya Tiger tank on the table. So I gave that ticket to him and he took the Tiger home. Good karma.

Amazingly, another win got me a 1/48th Academy Hawker Hunter with resin interior, which I wasn't able to swap with anyone! So when I saw a young lady who

is new to the hobby, I made it a gift to her. Never enough karma.

Eventually, I won a couple other things and kept a Falcon clear vac set for 1/48th Luftwaffe, and swapped a couple of pickup trucks for more trade credit. At this point my wheeling and dealing for the day was pretty much over. Although there were still some hefty prizes, I had taken what I thought was more than my share of stuff.

I took my remaining tickets and handed them out to little kids. One was a crying little girl. As soon as she got the ticket in hand, and I explained she had to visit the raffle to see if she won anything, she stopped crying. Later, as people were filing out, I ran across that girl with her brother and dad; I asked how they did, and sure enough they both had won stuff. A youngster won the grand prize, which was the new Italeri Elco PT boat. When I saw his picture later, I recognized him as one who I had given some tickets to; I have no idea if that was from a ticket I gave him or not, but way to go, kid!

I guess good karma leads to good dealing...or good dealing leads to good karma!

Dave Gianakos

by Paul Ludwig

Quite a few modelers specialize in making rocket models but Dave Gianakos has to be the top man. For those who do not belong as members to the NASM or subscribe to *Air & Space Smithsonian* magazine I want to tell you about Dave and his projects. Dave and his models are given two full pages in the April/May 2007 issue. If you want to see one of his models, you need travel no farther than our great Museum of Flight to see Dave's 1/6th scale model of the lunar module. Dave and I flew with Northwest Airlines before I retired and we once crewed a 747 as part of a three-man team. Dave is a

quiet, reserved person but long ago when I flew with him I learned he was a first-rank modeler.

There are photographs in the magazine and he is shown replacing lights on his Saturn V launch tower mounted with the rocket itself. If Dave and a tall hydraulically powered lift were not shown in the picture with him applying glue to the tower, most people would assume the tower and Saturn V are the real things. Dave started work on this model in 1992 to have it ready for the 25th anniversary of the Apollo 11 moon landing and he donated it to the NASM where it is on display.

The NASM was so taken by the excellence of his model that it commissioned Dave to build a 1/48th scale 1960s Soviet N1 moon rocket for the NASM, and a 1/24th scale Navaho missile for the Stephen F. Udvar-Hazy Center. He has models of the Apollo 15 mothership, lunar module, and rover at the San Diego Air and Space Museum, and the Kansas Cosmophere and Space Center in Hutchinson has his model of Alan Shepard's "Freedom Seven."

Dave is now Captain on the 747-400 and is an instructor, and the magazine says his "first full-scale 'model' "is the front thirty feet of a real NWA 747-1 that I flew long ago. Apparently Dave and NWA and the NASM agreed on finding a home for Ship 601. The nose of the 747 is already in place at the NASM for an exhibit to be called "America by Air" due to open in 2008. Dave flew that same 747-1 a few months before its retirement. For more information, visit http://www.airspacemag.com/issues/2007/april-may/in_the_museum.php

By the way, transportation from the NASM to the Udvar-Hazy Center has changed. Visit www.vatransit.org and click on "Bus Routes" then "Air and Space Museum shuttle" if you plan to go. Might we not work to invite Dave to speak in Seattle at the Museum of Flight?

Hurricane Bookshelf: Aviation History Knows What's Important In Aviation History!

by Scott Kruize

I'm pressed for time, but must write something here after doing two months worth of Spitfire book promotion...who knows what you people might think if I don't get back to the virtual library of the plane I like most!

If you're not regularly reading the magazine *Aviation History*, please give it a chance. It always has interesting stories, a little out of the usual 'rut'. The cover inevitably has an eye-catching full-sized picture that nobody's seen before! (Well, maybe Jim Schubert has...but I mean regular 'nobodies'.) The May 2007 issue - which I just got hold of - is an excellent example: its cover essay has a sharp black-and-white industrial portrait of the *Macon* being worked on in hanger. The story inside tells of a recent research expedition to the fifteen-hundred-foot depth of Monterey Bay off the California coast.

Even the most sophisticated 21st Century reader must be astonished at the technical advances of the 1930s. This flying aircraft carrier was at the pinnacle of technology in its time, and I think we'd be hard-pressed to surpass it now. Too bad it - and its sister ship - came to such bad ends, and discouraged Congress and the armed forces from ever trying to build another...

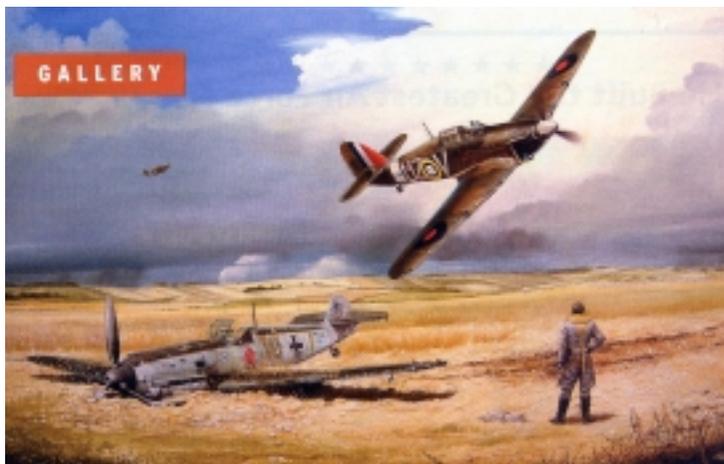
Then there's an article about how the pressure on the United States Army Air Corps, near the start of the Second World War, resulted in B-25 and B-26 bombers being ordered in quantity 'off the drawing board': that is, without the usual slow procedure of ordering and building just prototypes, doing extensive tests and flight comparisons, then finally ordering a single winning design into production. There wasn't time for all that, and although

the article admits of some of the problems that arose, it also describes how we fought the war with two fine combat machines that would otherwise have been available only much later, if at all...

There are several other articles, but the eye-catching attractions, from my point of view, started with a glance at the back cover. The Aviation Art Hanger shows off its currently available works, and right there in the upper left-hand corner is 'At the Setting of the Sun', by Simon Attack.



When you go inside and begin to page through the magazine, you quickly run into a column called Gallery, which showcases some recent work of aviation art. This issue's example is called 'Outgunned', by Marc Stewart. Note who's the winner over a Messerschmitt 109E in this little vignette of early WWII!



Finally, a double-page picture headlines a six-page article about the Polish pilots flying in RAF service, from 1940. Guess what sleek and sturdy mount they're shown with?

The historical article concludes with something right up our alley: Dick Smith explains how to 'Build Your Own Hurricane', with Hasegawa's help. Perhaps I will!

Must run; our contest looms, and I have a bunch of things to do, including some more writing. But watch this space in the coming months, and be assured I'm not yet done with 'Hurricane Bookshelf'!

AZ Models 1/72nd Scale Nakajima NC, Type 91-1

by Jim Schubert

The Imperial Japanese Army issued a request for proposals for their third generation of fighters in early 1927. The request went only to Mitsubishi, Kawasaki, and Nakajima. With the help of two engineers seconded from Dewoitine, Nakajima designed their Model NC, powered by a 450 hp, license built Bristol Jupiter VI, as their response. All three airplanes proposed were rejected by the IJA but Nakajima further developed their NC design and built two prototypes on their own initiative. The Army bought the design and ordered it into production as the Type 91. Five pre-production airplanes were built in 1928 for intensive testing and development in 1929-31. Nakajima-built Jupiter VIIs powered these five, and the production models. With all the bugs ironed out, 320 Type 91-1s were built by Nakajima in 1931-34 along with another 100, or 115 depending on your source, were built by Ishikawajima.

In 1933, the slightly cleaner Type 91-2 was designed around the supercharged Nakajima Kotobuki 2 engine of 850 hp. This engine was a licensed derivative of the Jupiter VII. The 91-2 was a bit faster than the 91-1 but only one prototype and 22 production models were built before the Kawasaki Type 95, Ki 10 "Perry" began to replace the Type 91s in first line service. The 91s did, however, soldier on as trainers and hacks into WWII.

The very attractive, decently strong, end-opening box contains one sprue-tree of 30 parts injection molded in a medium gray styrene. Mold alignment is good with no more than normal mold parting lines on the parts. The propeller will benefit from a little refinement re-sculpturing. The engine, nine cylinder fairings, the seat and two interior pieces are cast in a medium gray resin. The 60 parts photo-etched in stainless steel are



beautifully detailed and fine. Two small clear sheets provide five cockpit area parts. The, correctly part-numbered, sheet for the windscreen has the wrong windscreen but it will be very easy to correct.

The sharply printed decal sheet provides markings for two airplanes.

The six-page, fold-out instruction sheet covers both the Type 91-1 and 91-2, which is issued as a separate kit by AZ Models although everything needed for the -2, except the decals, is included in the -1 kit.

In 1984, Gordon Stevens' Rareplanes issued a vacuform kit of this subject. It is one of the best of the Rareplanes kits and included, rare for Rareplanes, decals. This old kit is, at least, equal in quality of outline, proportion, and surface detail to this new AZ Models kit.

This is a truly fine kit of a very attractive, unusual and obscure subject. It can be built out-of-the-box into a contest winner. Some of the smaller PE parts may, however, prove daunting to even the most dexterous modeler.

I paid \$32.98 plus 8.9% sales tax for mine at Emil Minerich's Skyway Model shop in Seattle.

References

Japanese Aircraft 1910-1941: Robert C. Mikesh & Shorzoe Abe, Putnam, UK, 1990, ISBN 1-55750-563-2.

Camouflage & Markings of Imperial Japanese Army Fighters: Model Art, Japan, 1989.

Scale Models magazine: December 1984, build review of Rareplanes kit by Bill Matthews.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jim's and Chris' articles in this issue - ED]

Revell 1/144th Scale L.1049G Super Constellation

by Chris Banyai-Riepl

Some of the most interesting aircraft and liveries marked the post-war airliner era. DC-4s, DC-6s, and DC-7s shared the skies with Stratocruisers and Constellations, transporting passengers to just about every corner of the globe. Out of those aircraft, the Constellation is probably the most elegant, with its three vertical fins and smooth upper fuselage curve. Influenced by TWA's Howard Hughes, Lockheed produced the Constellation to compete with Douglas' DC-4. To keep up with the changing airliner market, Lockheed developed the L.1049 series from the earlier Constellation series, recognizable from its longer fuselage and square windows. In this guise, the Super Constellation became the most popular Connie, serving in the fleets of numerous airlines for decades.

When Revell announced this kit, it caught many modelers by surprise. Many already had the decent Minicraft kit in their stash, but the general consensus was that this new Revell kit would raise the bar in 1/144th Connies. Now that it is here, I can say that they pretty much raised the bar out of sight. Petite recessed panel lines throughout, coupled with detailed landing gear, a cockpit interior, clear cabin windows, and a stunning decal sheet makes this kit the Connie kit to have in 1/144th. The best part is that you won't have to break the bank for it, either, as it is roughly the same price as the Minicraft kit, sitting right at \$20.

The construction of the kit begins with the cockpit, and although tiny, it does provide enough business to be seen through the small cockpit windows. There are three seats, two tiny control yokes, and an instrument panel/hood. The latter gets a small decal sheet to provide semblances of



the instruments. The completed assembly then fits on top of the nose gear well, which in turn fits into the fuselage halves. Long strips of clear pieces make up the individual cabin windows, and with the noted 15 grams of weight in the nose, the fuselage is ready to be closed up. On the front end, there is the option of using either the more streamlined radar nose, or the blunter original nose. The latter is molded in clear, to allow the modeler to mask off the prominent landing lights found there.

The wings are molded in three pieces, with the one-piece lower wing maintaining the proper dihedral. The upper wing pieces include the full control surfaces, as well as the complete wingtips, which capture the washout quite nicely. An interesting tidbit is that the wing planform is the same as that found on the P-38 Lightning, as are the outboard vertical fins. Now that's a nice way to recycle those old drawings! Those vertical fins are molded as one piece, sliding into notches in the horizontal stabilizers.

Moving on to the engines, these have the front bank of cylinders provided, with a separate propeller shaft running through

them. The two-piece cowling traps this assembly inside, and the cowl opening is just big enough to show those cylinders off. The upper and lower scoops are separate pieces, completing the engine assemblies. These mate up to the rest of the nacelle on the wing, and as the seam is tough to get at, I strongly recommend several dry runs to make sure the seam is as tight as possible. Other wing details include the optional tip tanks, which are split in half. While the options presented in the kit decal all had these tanks, some L.1049s did not, so check your sources if you branch out to other liveries.

Looking at the landing gear, these assemblies are little gems. The nose gear has a separate retraction arm and fine detailing present on the main strut. The separate wheels have nice hub detailing as well. The main gear is similarly well detailed, also with a separate retraction strut. The main gear doors are all separate pieces, while the nose gear doors are molded in one piece, designed to be cut apart for those who want to display their model gear down. The remaining details include just about every antenna present on the real thing, and the instructions indicate where extra rigging is required.

For decal options, as this kit is an officially licensed Lufthansa product, it obviously comes with Lufthansa decals. The main aircraft is D-ALIN, the aircraft flown to Moscow with Chancellor Konrad Adenauer in 1955 to free German prisoners of war. Also included are the registrations D-ALEM (the boxtop aircraft), D-ALID and D-ALAP, which are all finished similarly except for the registrations, with one notable exception. For D-ALEM and D-ALAP, the Lufthansa emblem on the rear fin is not backed in yellow (an apparent error in the boxtop painting). Common to all of the Lufthansa aircraft is the white top and natural metal bottom, with the wings in natural metal. The tip tanks are white. The attractive blue and yellow cheatline wraps under the nose, and the decals are carefully designed to handle this. Note that all of the Lufthansa aircraft feature the blunter early nose style.

The other options presented on the sheet are Trans World Airways, the airline behind the development of the Constellation. There are three registrations provided: N7104C, N7125C, and N7114C, but only 7125C and 7114C are noted on the instructions. For N7125C, this aircraft has the radar nose and carries the name "Star of Chenonceaux" on the nose. N7114C is a non-radar nose Connie and has the name "Star of Mont St. Michel" on the nose. This leaves one last name, which must therefore be for N7104C, "Star of Blarney Castle." The basic livery is the same for all of these aircraft, with a mainly white fuselage, red two-line cheatline, and TWA and Trans World Airways titles in the usual places. One interesting feature on this sheet is the wing walkways for the TWA schemes. These are presented as a series of parallel lines. In checking the few photos I have of TWA Connies, it would appear that this is how they are applied on the "Save A Connie" modern restoration, while the period TWA Connies had solid color walkways. It would be easy enough to create new ones using the kit markings as a template, though.

This is easily the best 1/144th Connie out there, and could even be considered better than the Heller 1/72nd Connie kit. The high quality of tooling, coupled with the wonderfully printed decal sheet, will make this a popular subject for airliner modelers. There is also extensive military crossover as well, in the form of the C-121, and I am sure it will not be too long before we see aftermarket decals for some of those more interesting schemes. Hopefully this marks the beginning of Revell producing lots of 1/144th Lufthansa aircraft. My vote goes out for a new-tool DC-10 or 707.

Academy 1/700th Scale R.M.S. *Titanic*

by Chris Banyai-Riepl

Few, if any, ships are as familiar as the R.M.S. *Titanic*. Hailed as an unsinkable ship, the *Titanic* went down on its maiden voyage in 1912. That disaster quickly became one of the most popular nautical stories told, starring as the main subject in untold numbers of books, plays, and films. The latest epic film about the ship, directed by James Cameron, proved that interest in the story was still high as viewers sat through the nearly 200 minute long film. For those with less patience, I recommend "Titanic in 30 Seconds," which captures the highlights. For the full story of the *Titanic*, a quick Google search will inundate you with everything you could possibly wish to know about the *Titanic*.

This is the second *Titanic* kit from Academy, with their first being quite a bit larger at 1/400th scale. This kit, to 1/700th scale, will better fit on smaller shelves, and also will fit in with existing 1/700th ship models. This latter point is particularly useful in demonstrating the size of the *Titanic*, as there are few ships that approach its nearly 900-foot length. The kit is molded in three colors: black, white, and tan, roughly matching the finished colors

of the actual ship. While this is perhaps a good feature for new modelers, eliminating the need for painting, most other modelers will want to finish this model with their regular choices of paints. I would recommend using a good gray primer beforehand, to help cover up the plastic color differences before laying down the various colors used.

The basic breakdown is similar to most other *Titanic* kits, with a one-piece full hull and a multi-part upper decking. The main central deck and superstructure fits snugly onto the hull, and the fore and aft decks mesh up to that main piece smoothly. From that point on, the rest of the assembly focuses solely on building up the deck details and superstructure. Capstans, cranes, masts, and vents are all separate pieces, and while the plastic is somewhat thick for this scale, a bit of thinning coupled with thin washes should create some acceptable results. I strongly recommend looking through the instructions repeatedly beforehand, as there will be some painting required before the ship is fully assembled.

Moving on to some of the other external details, as this is a smaller scale some of these are simplified. A good example are the lifeboats, which are molded together with their davits in one piece that fits onto the upper deck piece. The stacks are three pieces each, in contrast, which allows for much more detail to be present. The small decal sheet provides the minimal markings found on the *Titanic*, namely the ship's name on the bow and stern and the flags to fly from the masts.

Although somewhat simplified compared to their larger kit, Academy's 1/700th *Titanic* is a very nice kit and one that is more likely to be built given its common scale. Out of the box it would make for a decent replica of this famous ship, and I am sure that it will not be too long before we see some aftermarket photoetch sets to really make this model shine. My thanks to MRC for the review sample.

PrezNotes

from page 1

What models I saw were truly spectacular. Even the Carpet Monster made an appearance, as only Terry Davis could envision him in plastic (photo on page 1 by Tim Nelson).

For many years, the annual contest at the Museum of Flight had a category called "Modelfy", where a subject, picked well in advance, was selected. The object of the Modelfy category was to build said subject as something it never was or will be, to create something whimsical, and not having to adhere to the rules of accuracy or color. Modelfy will be a new category for our 2008 spring show, with the subject kit to be chosen as soon as possible. The kit to be chosen will be readily available at any hobby shop and will not be a high priced kit. Here is your chance to let the creative juices flow and build something just a little bit out of the ordinary.

Here is the official Modelfy rule:

Modelfy (mad 'l fiii) v. [[Fr modele < It modello, dim. of modo, L modus, prec]] 1a) to take a perfectly good small copy or imitation of an existing object, such as a ship, building, etc., made to scale and change it in some whimsical, speculative or horrifying way. b) to distort a representation of something. c) a desperate attempt to not waste an expensive kit you have screwed up in some way. d) an annual rite in the Pacific Northwest Scale Modeling community during which the natives (and gullible transients) all agree (well, to be honest, only the ones still talking to each other actually agree) to purchase the same model kit and build it in some way unforeseen by the manufacturer. vt. -ied or -ying 1a) to mutate a model of b) to refuse to conform to a standard [to modelfy one's behavior]

See also: Tamiyafication, Revellify, and worst of all, Matchboxify

Some of the kit subjects chosen at the Museum of Flight contest included a Kubelwagen, Fairey Rotodyne, P-38, Wright Flyer, rail dragster, F-14, I-16, and others. I, for one, am excited that it is

coming back and I'll advise all when the subject has been selected.

We'll see you at the meeting,

Terry

Web Site of the Month

by Gordon Erickson

Can't quite picture that obscure FS number? Then try this:

<http://www.colorservers.net>

You can even compare multiple colors!

All the normal caveats apply, of course: since color reproduction will only be as accurate as the calibration of your monitor this in no way replaces the actual FS color chips, but it's good for at least giving you a general idea of the color.

Meeting Reminder

May 12

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.

