



IPMS

12/84

Seattle Chapter News

DEC 19 MEET

The most important event this month will be the election of a NEW president. (I intend to be quite firm on that last point.) My thoughts on this august office are below, which I urge you all to read. The ever popular Brown-Bag Build-in will continue as will the Model of the Year Competition culminating this month. A list of the bi-monthly winners follows to refresh your memories. Please bring them all back. Judging will be by ballot. Also anyone who actually finished their "B-Team" model (I only know of one so far!) should bring it in as well. For your continuing modeling education, Matt Hargreaves will demonstrate how he manages to vacuum canopies without dust and scratches in them. For entertainment, Steve Johnston has volunteered to bring in a few reels of B-29 and B-17 training film. And if there is anyone left standing, Terry Moore and I have prepared an all new "Son of Modeler's Memory Madness." How could you stand to miss it?

The plan will be:

- 10:00 Doors open, let the modeling begin!
- 11:30 Business meeting & Elections
- 12:00 Modeling demonstration, vac-forming canopies
- 12:30 Ballots for "Model of the Year" cue
Films, B-17 & B-29 Training films
- 1:30 ? Son of Modeler's Memory Madness

Last month's winners were:

AIRCRAFT 1 Matt Hargreaves, 1/72 Airframe DH.34
2 Don MacBean, 1/200 Hasegawa A-300

ARMOR Steve Cook, 1/35 Panzerwerfer
VEHICLE Chris Rohoe, 1/25 Monogram Ferrari 308GT
SHIP Chuck Gardner, 1/350 Lindberg Bismark

In addition, the five previous contest winners were:

Larry Baldwin: 1/72 Frog Barracuda, 1/72 KPM B.634
Steve Cook: 1/35 Tamiya SDKFZ, Plymouth Superbird, GAZ-67B, 7.5cm PAK 40, 1/35 SDKFZ 252, 1/35 Tamiya BMW R75
Bob Doran: 1/72 YF-12, Tundra Speeder, Ferrari, Airfix C-130
Greg Dantzler: 1/35 Tamiya SDKFZ 7
Matt Hargreaves: 1/72 Tamiya Shinden, 1/144 Mistel, 1/72 Wings Kikka, BD-335, Lifelike Buick
Kelly Higgins: 1/35 Italaerei SDKFZ 234 Puma
Carl Kietzke: 1/35 Firetruck
Dan Kehoe: 1/72 Hasegawa F4U-1
Steve Lewis: 1/24 AMT Peterbilt Wrecker
Bob Monson: 1/35 SDKFZ 232
Carl Monson: 1/25 Corvett, 1/35 A7V
Bill Orr: 1/48 Spitfire
Bill Osborn: 1/72 Rareplanes Meteor 8
Dan Parker: 1/72 Matchbox Siskin
Dan Rowbottom: 1/35 Italaerei Panzer IV/H
Chris Rohoe: 1/24 AMT Kenworth Transporter
Jeff Smith: 1/48 Monogram B-26, HMS Exeter
Wayne Snowdon: 1/144 Jaguar
Scott Taylor: 1/24 AMT Kenworth
Tom Wienel: 1/72 Hasegawa F-16
John Williams: Tirpitz
Frank Wood: 1/35 Tamiya Horch

Last month's film "Fighting Lady" came courtesy of Grumman Aero-space through the efforts of Bill Hawkins.

Election 82

After two years as president, some 24 odd Newsletters (very odd, according to some) and a Regional Convention, I have learned that I can't get impeached no matter how much I screw up, so I'll just have to quit on my own. I have just finished my first model in at least seven years, and I fully intend to repeat this delightful experience. One place I can get a bit of model-

ing time back is by letting someone else run the show. Someone with a new perspective and new ideas.

Personally, I'd like to see some of our newer members in office. Those who don't know how it's done are least likely to be stuck in a rut. To be sure, it's nice to know enough not to drive off the road, but by definition, our most experienced members are also those who have already served, and many, several times. That's not where the club's future lies. I'd particularly like to address those members who have NEVER served.

Before you all think, "no way, not me!", and jump on to the next bit of Newsletter, I'd like you all to at least think about running for president. Are there things about the club you'd like to change? Anything you think we should do or add? Are there members who you think would be able to help you? How would you set up a cabinet? Would you appoint a Minister of Movies or Contest Secretary? Who would you ask?

Being president is not an impossible task from which you should excuse yourself automatically. Lack of experience is not an excuse, for there is no better way to learn. Lack of time is not an excuse, for all of us must be MAKE time as it is never FOUND. And not knowing the membership well is not an excuse, for there is no better way to become acquainted. You won't be in it alone, the advice and experience of this, and previous, administrations will be a phone call or bull-session away. And you shouldn't have to do it all yourself, we have a pool of 75 members with diverse interests and talents to draw on. The job does not require an apostolic vision and an MBA, only a keen interest in the club's future.

When nominations are made at this next meeting, let's not all stampede for the door. Someone could get hurt. Most of all the club.

Review

HELLER Bf-109K-4 (Kit #229)

For some time I have heard rumblings about a "new revised" 109K kit from Heller. It was alleged that the one in the new style black box was it, but every one I looked at was the same old pseudo "K" Heller issued earlier which is basically a garbled "G". Having gotten a little skeptical about the existence of said "Revised K" I was quite surprised when it DID turn up and it IS revised. The fuselage is entirely new with the correct shape and contour on the spine, fin and rudder. The forward fuselage has the proper bulge over the guns, as well as all the little scoops and bulges, corrected exhaust stacks, a new air filter, and a new fat propeller. The wings have been retooled to incorporate the proper fairings and troughs for the landing gear struts. The canopy is the same however, and herein lies the only problem I have found. The slope of the rear edge of the canopy is too steep when compared to photographs and the drawings in the Monogram Close Up book. Dimensionally, it is, as the British say, "spot on", again according to the Monogram book.

The cockpit detail is very basic, being comprised of an inaccurate instrument panel, a solid plastic gun sight, a pilot's seat, and a control stick which if scaled up, the pilot could use as a club. One oddity is that the old kit had engraved detail on the cockpit walls while the new kit is bare.

The main landing gear and doors remain the same, although the small wheel cover doors, omitted in the original kit, have been added along with a new tail wheel. All the antenna and aileron mass balances are as in the original; somewhat heavy.

Markings are provided for two aircraft, from I/JG77 and III/JG27. Both have those wierd "new" colors like Humbrol just came out with. Of course the new kit decals do not include those nasty, seditious, mind-warping swastikas so you needn't worry about beeing instantly transformed into a Neo-Nazi when you open the box.

Overall this is a really excellent little kit of last of the German 109 line and fills a large void which its predecessor did more to create than fill.

Tom Wienel