



## Seattle Chapter News

## NOV 21 MEET

Last month's Brown Bag Build-in was successful. Several members commented that they had learned a lot being able to watch others work. Others said it was the only chance they'd had to model in weeks. Most folks sat right down and got to it as soon as the doors opened and sanded straight through the business meeting. So, not to let a good thing go unflogged, we'll do it again. Modeling could become a habit!

This month will be a contest month again, the last before the Model of the Year competition in December. Remember those display cards for your models. We will also have a modeling demonstration. Fearless Leader will show the basics of casting small epoxy parts in silicone molds (Adventures in Rubber?). Plus, as an extra added attraction, we will show "Fighting Lady", an excellent WWII documentary of the carrier Enterprise. This film is fondly remembered by many of our "vintage" members and highly recommended. Here's the plan, more or less:

10:00 Doors opens, let the modeling begin  
11:30 Business meeting  
12:00 Demonstration  
12:30 Contest results announced, Film begins  
1:30 Back to the models and lunch

We want to thank Tom Weinel for giving last month's Figure painting demonstration.

## CALENDER

We've got a whole bunch of modeling activities on the calendar, most of them in the next few weeks.

## NOVEMBER 26, NORTHWEST FIGURE COMPETITION AND SHOW

We've all been looking forward to this for some time now, so don't let it slip by. Sponsored by the Seattle Military Miniature Society, it will be at the Seattle Center's Nisqually and Snoqualmie rooms from 8:30 to 6:00. Registration will close at noon. Detailed rules and categories are available at Triple Alliance. Non-figure modelers should note that aircraft, armor and the like are eligible in the Orinance category if 3/4 of a figure is visible. Shep Paine will be giving a demonstration.

## NOVEMBER 28, VANCON 81

IPMS Vancouver will be host for a Scale Model Competition and Show at the Mt. Pleasant Community Center, 3161 Ontario St, Vancouver BC. Noon to 5 PM, registration closes at 3:00. General Admission free, Entry Fee \$2 (\$1 under 16). Categories are Aircraft, Military Vehicles, Cars and Trucks, Space Vehicles, Figures, and Ships. Judging by ballot of entrants.

## DECEMBER 5, CAN-AM 81

Sponsored by the Pacific Westcoast Modelers, it will be at the Eastburn Community Center, 7435 Edmunds Street, Burnaby BC. \$1 General Admission, Entry Fee \$3. Should be the usual Can-Am sort of thing. We hope to have more details at the next meeting.

## DECEMBER 12, BELLINGHAM INVITATIONAL, ROUND 2

We did this a few months ago, and it sure was fun. It started out at the Bellingham Public Library around noon and wound up with everyone packed in Fred's basement trying to steal his kits. If we don't get any more details by the next meeting, show up at Fred Charleton's place anyway, 1410 Grant Street, Bellingham, ph 671-0708

## MAY 1982, IPMS REGION 7 CONVENTION

We don't have a lot of details yet, but we know that IPMS Salem will be the sponsor and that they have nailed down the site and a speaker. Plan for it!

## Rumors

The 1982 rumors are starting to fly. This first batch, which looks a lot like the ones we saw in 81, comes from a well known model distributor: ESCI 1/72 A-10, 1/48 F-105G; Monogram 1/48 F-4G, A-26, A-20, AC-130; Italeri 1/48 C-130, F-105G, SR-71, 1/72 C-54, C-119, B-58; Heller 1/72 F7U, 1/144 (1/125?) Connie; Hasegawa 1/72 A-10 KC-135; 1/48 Oscar; Williams Brothers 1/72 (1/32?) P-35 Tamiya 1/48 B-57, 1/32 F-15.

We have word that Airframe is working on the Miles Libellula, Vickers Gun Bus, Sopwith Baby, as well as re-issuing the Siemens Schukert D.III/IV.

Also coming are Necomisa (ex-Linoberg) XFY-1, F7U; Revell Mexico 1/56 IM-99, 1/68 Regulus II

## A Final Word?

The editorials we have run recently have caused quite a few comments, which are still coming in, including ANOTHER editorial view, from Tom Foote. If Bill's September editorial has no other effect than to cause this much discussion and thought about what it means to be a member of IPMS Seattle, then it must be considered a success, whether you agree with particular points or not. I hope that this state of awareness will continue as we hold elections next month and another administration is formed. Rather than print all of Tom's excellent (and lengthy) editorial, I will respond to some general comments we have received and close with one of Tom's observations.

Several people have rightly taken us to task for complaining about lack of member participation, when they HAVE volunteered to help, or HAVE made suggestions which were not followed up on. This HAS occurred, particularly during the planning of RECON. In the case of the latter, it must be remembered that particular suggestions may be among dozens of things we already don't have time for. Suggestions are great and are always solicited, but are really only a beginning.

Similarly, just volunteering is only a partial step. A blanket offer of help IS useful, and on occasions like the painting parties, is certainly appreciated. However, many such offers go unused because the recipient is even MORE in the dark about the volunteer's capabilities than is the volunteer himself. An unfortunate consequence of this is that the same (known) people get called upon time and again while a (now miffed) volunteer gets overlooked.

The point is that it takes a volunteer WITH a suggestion to really make a contribution. Again, using RECON as an example, those volunteers who were most effective were like Doug Remington (who found and ran most of the films) and Tom (who located our guest speakers). They came forward, suggested and performed their tasks with little (VERY little) direction from other committee members. There's a vast difference between, "I'd like to help sometime" and "I can give a Figure painting demonstration next month".

DON'T stop volunteering and DON'T stop suggesting, but before you say "someone should . . .", think if that someone could be you, and next time you want to say "I'd like to . . .", try "I can . . .".

To conclude (I hope) all this editorializing, consider this final thought: **GR**

"Where our club's hope lies is with that group Mr. Hawkins called upon: the new members and the young members, but not before certain other problems are solved. The introduction of new people to the membership is a most important event, yet some of us persist in putting down new members' modeling interests. I believe that this is meant to be fun, because I know the people involved. However, we tend to forget that the new members are just that: new, and are unlikely to understand. Quite frankly, teasing, whether it be good natured or not, has no place in the business meetings. Otherwise you may find yourself wondering what happened to that snip or car modeler that showed up last month.

I, like Mr. Hawkins, want to see the young and new members get involved, but as old members we need to remember that we ALL need a comfortable environment in which to flourish. Let's make sure that the new people are welcome so that next time we have an election or need volunteers, we will have somebody around to do the job."

Tom Foote

## Review Modeldecal Conversions

The first two conversions kits from Modeldecal recently came into my hands through a round-a-bout way. (Meaning I don't yet have any to sell.) One is for the Sea Harrier FRS 1 (as featured in the September Scale Aircraft Modelling) and the other is for the Lightning T Mk 4 (two seater). All parts are injection molded and each kit includes forward fuselage parts, bulkheads, ejection seats and a new canopy, as well as excellent instructions and a very complete decal sheet with one set of markings. The Sea Harrier is intended for the Hasegawa kit and the Lightning for the Airfix kit. The fuselage parts are molded in a soapy white plastic, are QUITE thick, and have minimal surface detail (no panel lines). The canopies are frankly abysmal. They are very thick with surface blemishes that render them more translucent than transparent, and are best used as vacuum-form masters. Overall, the standards of molding on the parts is quite low and leads me to suspect that they are molded for Modeldecal by VeeDay. They are no where near the standards set by our local kit producers.

The Sea Harrier kit has additional parts for the vertical tail ECM fairing and the ECM pod on the tail boom. The canopy is in one piece and is atrocious. Markings are for the 899 Sqdn (winged Fist).

The Lightning kit conforms to the general comments above and includes no other parts. This canopy is molded in two parts split longitudinally. This isn't as bad as it may seem, because the aircraft itself has a frame in the center of the windscreen. The upper fuselage fairing is with the canopy halves. Markings are for the 74 Sqdn (Tiger Head).

In summary, these kits are an excellent idea and provide a basis from which to start, but apart from the decals and instructions (which are excellent) are not of high quality. At this time I have no idea when they will be available or what they will cost. They haven't even appeared in Modeltoy's ad yet.

Tom Weinel