

# Seattle Chapter News



Seattle Chapter IPMS-USA  
June 2000

## PREZNOTES



Another Preznotes written on an airliner...

Since it's impossible for me to relax when the seat pitch is designed for someone 2' shorter than me, I'm writing this to take my mind off the pain in my knees. I thought American was taking seat rows out of aircraft, at least that's what I recall the adverts saying. Maybe they are. Moving them out of first class and into steerage, where I'm currently sitting (?).

The safety card is interesting in that it shows two passengers easily bending over and assuming the brace position (kissing their butts goodbye?). If I had had to assume the position, the closest I could come would be to rest my chin on the head of the blonde currently sitting in front of me. Since I'm in a bit of a "mood," I might as well make my annual comment about kit reviews.

Why do kit reviewers complain when a certain panel line is off by .005" inch, or the tail wheel is too large, or the aileron hinge line is in the wrong position because the kit does not match the drawing with which the reviewer is making the comparison? How do they know the drawing isn't wrong? Even factory drawings are sometimes inaccurate. How important is it to you if the slope on the glaxis plate is off by 1.2o, or the hull .014" too short? Who will notice? Who will care? When you plunk your model down on the table at the next meeting, who in the room is going to notice? At the next contest, the judges are not looking at tail wheel diameters! I can see valid comments based on gross inaccuracies in a model, but trivial details...?

All I am trying to say is that you should take each review with a grain of salt. A review is an opinion only, from one person. If you like the subject, then buy it, read the reviews, and decide for yourself whether

*continued on page 7*

### Earl Otto 1928-2000

It is with great sadness that I report the passing of Earl Otto, on May 7 of this year. Earl was a long time member of IPMS Seattle and IPMS Tacoma. Earl was a kind and gentle soul, a soft-spoken person, and he always had a smile on his face. Earl was always there to help at a show, display, or contest. At the meetings he always had the latest kit release under his arm, as well as the newest decal sheet or aftermarket product. Although I only recall seeing one model that he ever completed (brought to a meeting anyway), he always had several projects "on the bench." He will be missed.

*Terry*

*[For Bob LaBouy's remembrance of Earl, please see page 15. - ED]*

### In This Issue

Zlinek Bf 109G-10	3
Granger Williams	5
Minicraft XF5F-1	6
I've Become Infected	7
B-17 Book Preview	7
ICM Tupolev TB-3	8
Verlinden Split	8
Hobbycraft Beaver	9
Monogram Wright Flyer	10
Black Box F-100D Set	11
Tamiya M60A2 MBT	10
Hasegawa F-16CJ	12
IMAI Thunderbird 2	14
Earl Otto	15
Korean War Project	16
Golden Age Stars of IPMS	16

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**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 each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, 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. 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 2000 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

**June 10, 2000 (2nd Saturday)**

**August 15, 2000 (3rd Saturday)**

**July 15, 2000 (3rd Saturday)**

**September 16, 2000 (3rd Saturday)**

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)	FIRST	M.	LAST
Address:			
City:	State:	Zip:	
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25	<input type="checkbox"/> Other Foreign: \$28	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: ___)			
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
IPMS/USA		P.O. Box: 6138	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>		Warner Robins, GA 31095-6138	

## Zlinek 1/72nd Scale Avia S-99/ Messerschmitt Bf 109G-10 (Part Two)

by Jacob Russell

Given the fact that Part One of this review was in the January (!) newsletter I'm sure that many of you thought that perhaps this review would never be finished, such is the slow pace these days at my workbench. But to quote Henry Kissinger, "Peace is at hand," so let's wrap things up!



### Construction

Construction started by carefully, and patiently, removing the parts from the thick sprues; several parts which were rather delicately molded—one of the trim wheels, the oleo scissors, the DF loop—were irreparably damaged during this process. I painted the cockpit parts and sidewalls RLM 66, gave them a black wash and then dry-brushed with silver. Various knobs, handles, and switches were picked out in white, red and blue. The control column was painted black with a silver top and leather boot. The prominent fuel return line on the upper starboard fuselage half was painted yellow. The cannon cover under the instrument panel was undersized and greatly simplified in shape and I added insult to injury by installing it backwards -

oops! Extra-Tech photo-etched seat belts were added. The clear gunsight lens was attached with Testors clear parts cement and glued to the instrument panel, which had also been painted RLM 66 with the instruments gloss black. In retrospect it would have been wiser to install the gunsight at the very end of the construction sequence because the glass lens disappeared early on.

A fair amount of sanding was required to line up the fuselage halves; I did the best I could and decided to live with the results. The instrument panel was attached to the

starboard fuselage half as was the assembled cockpit. As mentioned in Part One, for a 1/72nd scale kit the sidewall detail is very well represented. The four part oil cooler, which is an unnecessarily fiddly fit, was also attached

to the starboard fuselage half. Because the inner sidewalls of the oil cooler would be visible on the completed model both forward fuselage halves were painted RLM 76. The separately molded exhaust stacks were painted Panzer Red Brown, given a black wash then glued to the insides of the fuselage halves. A hefty amount of the port side of the cockpit floor and instrument panel had to be sanded away in order to join the fuselage halves. I decided it would be prudent to glue the fuselage in stages, starting with the nose. This was accomplished with Testors liquid cement and then the fuselage was taped together and left overnight. I took advantage of the separately molded rudder to glue it slightly angled to starboard - a nice touch.

Once the fuselage was together I discovered a pronounced step on one side of the oil cooler under the nose and a very large gap between the bottom fuselage halves in the area between the wing trailing edges and the tail wheel. The instructions called for the separate wing radiators to be attached to the one-piece lower wing, which is then joined to the fuselage, followed by the upper wing halves.

Before joining the wings to the fuselage I sanded the wing trailing edges on sand paper a la vacuform to try to reproduce scale thickness trailing edges. I discovered that I didn't sand quite enough once the wings and fuselage were assembled. There were also gaps **everywhere!** Not only that, but **nothing was straight** - dihedral, tailplanes, the wings in relation to each other; the fuselage suffered from a subtle tapering curvature, when viewed from above, which in the male human reproductive unit - and classical Greek columns - is known as entasis (look it up).

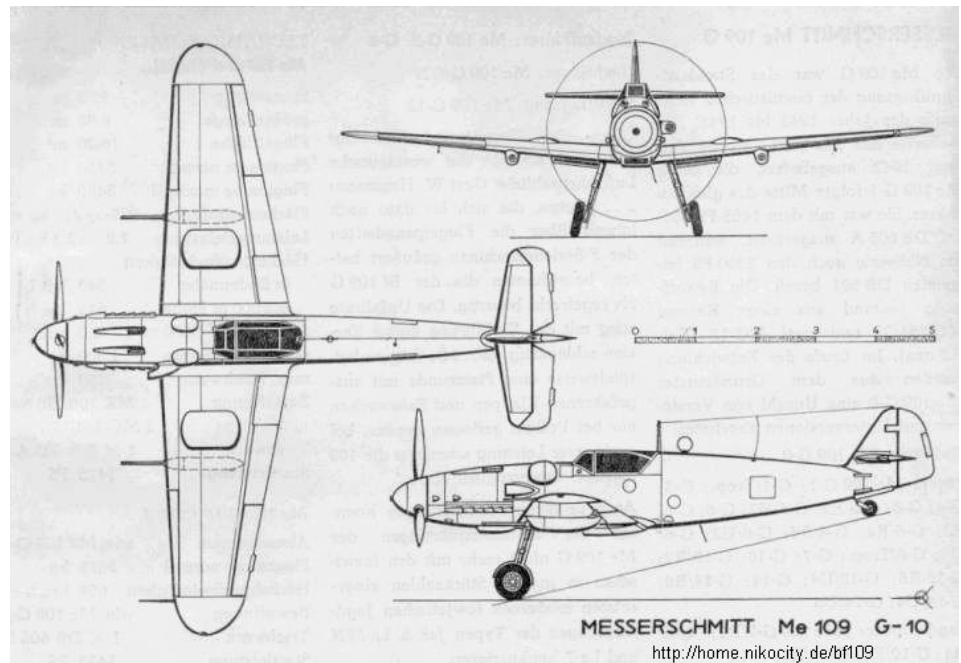
I applied 5-minute epoxy with a needle, rather than putty, to fill as many gaps and sinkmarks as possible. This was the first time I tried this approach and the results were so-so. It might have been wiser to leave some of the worst areas alone and hope that the striking camouflage scheme would draw attention away from them! This was my first experience with a so-called "limited run" (or do I mean indifferently molded?) kit and I have to say that although I did "enjoy" - if that's the right word here - the two days spent sanding, filling and rescribing, after those two days were over I was still far removed from I would normally deem acceptable fit and finish. If every kit took this long to prepare, let alone build, I'd have left the hobby some time ago. On the other hand what better way is there to improve one's skills? I have seen spectacular results with similar 1/72nd scale kits from the capable hands of Bill Osborn, Brian Mulron, Larry Baldwin and others so I must conclude that the only way to become adept at building such kits is to simply build more of them.

But I digress! I added a seam to the supercharger intake with stretched sprue and filled the tail wheel hole with Zap-A-Gap as it was too far forward, and drilled a new one. Then I masked the exhausts and cockpit with Tamiya tape, and stuffed wet tissue into the oil cooler and wing radiators and was ready for priming.

I used AeroMaster primer and after priming and wet sanding with 1500 grit sandpaper the model looked 100% better. I was astounded by how much surface detail I had retained (unfortunately much of this detail was destined to be lost in subsequent stages through ham-fisted use of my beloved Paasche 'H' airbrush) - kudos here to AeroMaster's excellent primer. Kudos also to Testors Model Master enamels which are rapidly becoming my paint of choice (right, John Greer?) now that the old lacquer-based Floquil and AeroMaster paints are disappearing from hobby shop shelves (for commentary on this see the Discussion Group on [hyperscale.com](http://hyperscale.com)). I'm having good luck with these paints now that I'm finally figuring out the mixture ratios. The nose was undercoated with MM flat white and then two coats of RLM 04 (all paints for this project were Model Master) were applied for the nose RVD band. I realized that I'd failed to account for "scale effect" and that the yellow was far too dark, so I added 15% yellow and sprayed two more coats. I next masked off the RVD band with Tamiya tape and painted the wheel wells, landing gear, inner gear covers and tail



wheel with RLM 02. The aforementioned landing gear and gear covers had really excellent detail which only needed a black wash and dry-brushing to bring those details to life. The Squadron vac canopy was masked with Tamiya tape and painted RLM 66; there was no need to overpaint it with the camouflage color because in my reference photo the canopy was missing and Zlinek depicts it as painted RLM 66 so that's what I did.



I had some problems fitting the canopy due to how the kit canopy was molded. When a 109 is viewed in profile there is a panel underneath the windscreen side windows which in the earlier E and F models was filled with a triangular window; on G models this panel was either blank or occupied with a cockpit vent. With the Zlinek canopy this lower panel is part of the fuselage molding unlike most 109 kits where this panel is part of the canopy - like the Squadron canopy I was using. This meant that I had to do some trimming back of

the fuselage by the windscreen area to make the canopy fit. I'd masked and cut the canopy before painting because I wanted an open cockpit, my first in 1/72nd scale. So I attached the windscreen with 5-minute epoxy which gave me time to fiddle with the fit. I also used 5-minute epoxy to fill the resulting gaps. Epoxy also formed the wingtip navigation lights. The clear sprue also included these, but since Murphy has taken up more or less

permanent residence by my workbench they disappeared while being removed from the sprue. The lights were painted with Tamiya clear red and green respectively and masked with Micromask liquid mask.

Once the cockpit was masked off and the wheel wells filled with wet tissue I was finally (I say finally because it was now April and I began this review in January) ready to paint. Previously when painting splinter camouflage patterns I've masked them with masking tape-which has resulted in too hard of a paint demarcation line-or sprayed them freehand which gave new meaning to the word inept. So I tried what has worked for both Brian and Larry in the past: I enlarged the kit camouflage pattern on a photocopier and cut out the masks for

the RLM 83, the darker of the two camouflage colors. I then painted the upper wings and tailplanes the lighter color - RLM 75, let that dry overnight, applied the masks with tape and painted the 83. I didn't have the masks quite far enough from the model because my end result was rather right in the middle-softer demarcation lines, but not quite as soft as I'd desired. Discussions with Larry have shown me the best approach for this



method which I'll soon use on my vacuform LaGG-3 series 66 (Yes, Terry Clements, I'm going to finish that one too!). Once the wings were dry I masked them and painted the entire plane RLM 76. I then made masks for the upper fuselage and painted the 75 and then the 83. Once all that was dry I put the #1 tip (thank you Ted Holowchuk and Jim Schubert) in the airbrush and painted fuselage mottling with 02, 75, and 83. This was the first time I've tried mottling with this airbrush and although the end result only remotely approximates my reference photo it is 100% better than my previous attempts. Live and learn!

Of course once I considered myself through with the overall painting there was more to be done: I had to mask off the fuselage and paint the grey centers for the fuselage crosses. The kit decal crosses had white centers and my reference photo shows clearly that on the upper wings and fuselage their "fill" is the camouflage color.

Before any decals could be applied it was necessary to gloss coat the model which was achieved with Testors glosscoat. Normally I get the mix right but I didn't this time and the coats were thick and uneven. I know, I know-I could simply have wet sanded with 1500 grit and smoothed this out, but I'd been working on this tiny kit for four months and I just couldn't take any more setbacks so I went for the decals.

In that four month period I surely could have taken advantage of Norm Filer's offer to custom print the red or blue 12's that I needed but instead I used the silver 12's that came with the kit. For the rest of the decals (the kit decals only consisted of the national markings and individual aircraft numbers) I substituted decals from Hungarian Armor and Aviation Usk with stencils from Cutting Edge. I didn't use all of the stencils because the plane didn't have them all. The fuselage crosses were from the Usk sheet and the carrier film was so thick that I couldn't see the grey fill edges so I positioned them too far rearward. Naturally once they were dry I noticed that the sheet also came with separate grey fills for the crosses! With the Microscale system all of the decals bedded down well but the Usk decals needed multiple applications to conform. Once the decals had dried overnight I sealed them with three coats of clear then applied thinned raw umber oil paint to the panel lines. I knew that the gloss coats were too

thick because some of the panel lines were no longer deep enough to hold the wash. Then several coats of clear flat were applied to seal the lot. Then the final weathering with dry-brushing and pastel application. After that the final detail parts - the pitot tube, DF loop, landing gear, etc. - were added, and we were done!

### Conclusion

Due to the fact that this was my first experience with a limited run kit, at times it was more of a struggle than I'm accustomed to, but I enjoyed every minute of it and stretched my modeling skills to boot. I think that the end result is a very good G-10 that, although lacking the overall finesse and superior molding of the Revell/Monogram kit, more than holds its own in my collection of 1/72nd scale Luftwaffe fighters. "Thank you, Sir! May I have another?"

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## Granger Williams

via Keith Laird

On Sunday, May 7 Granger Williams, the founder of Williams Brothers Inc., passed away after an extended illness. His presence will be missed by all of us who were touched by his creativity and dedication. We at Williams Bros. Inc. want to assure you that our family enterprise of 40 years will continue operations in the manner that you have become accustomed to. Carlo Medina, who has been with the company for two years, will carry on as Director of Operations. Lorraine Williams, Granger's wife of 17 years, will assume the role of President, and will remain involved in the business on a day-to-day basis.

Thank you for your ongoing support. We wish you continued success, and hope that we can keep serving you as a provider of quality scale products in the coming years.

Lorraine Williams, President  
Carlo Medina, Director of Operations

## Minicraft 1/48<sup>th</sup> Scale Grumman XF5F-1 Skyrocket

by Terry D. Moore

It seems to me that just about every baby boomer and every pre-boomer around loves the Grumman Skyrocket. So when Minicraft first released the Skyrocket kit I, among many others, just had to have it. My plan was to convert it into the long nose version, just to be different. About the time I was ready to start the conversion (not an easy project - new nose, different engine nacelles, and other detail differences), I found that Minicraft had taken care of the problem for me and released the long nose version as a separate kit. Yayy!

accuracy was to slightly modify the rudder hinge line.

To the kit...It follows the current trend of light gray plastic with finely engraved panel lines. The cockpit has a nice instrument panel, a seat, stick, plus a few details molded into the side panels. A cockpit detail set for this could be helpful, especially for side panels. The basic assembly of wings, fuselage, and tail group took only part of an evening to assemble. Parts fit was exceptional and the only putty required was where I cut parts from the sprue (a **good** set of plastic nippers would be helpful!). The engines are multi-part jewels, even down to the exhaust collector ring, which can't be seen when the model is done. A good wash/dry brush will bring out a lot of detail. I added a small piece of plastic to the back of the gearbox to keep the prop shaft from falling

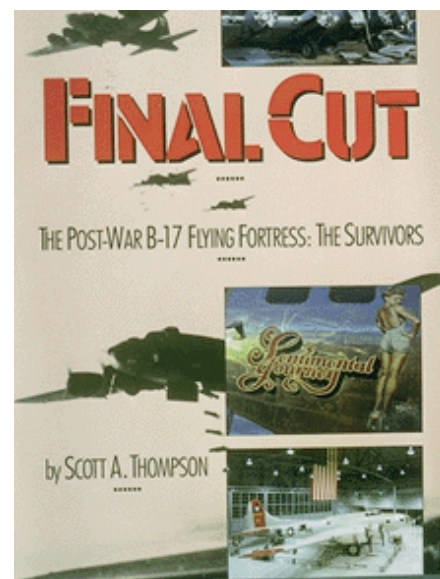
Minicraft didn't mold a key slot to the nacelle to accept the key that's molded to the back of the engine, I'll never know. The nacelle parts all attach to the wing with an excellent fit and only a minimal amount of putty was required to hide seams.

Oh yes, the landing gear, although well detailed, was a minor challenge. It makes me wish I hadn't had that extra hand surgically removed several years ago. The color scheme I used was the Navy three-tone scheme that the airplane was wearing on its last flight, so I had to dip into my spare decal box for insignia. I can't comment on the kit decals as the sheet that was in my box was from the first (short nose) release! The Skyrocket isn't exactly a shake and bake model, but every now and then it's good to use most of the tools on your workbench. The important thing is that it was a **fun** model to assemble, it looks like a Skyrocket, and it's now in my display case.



The new release has the same basic Skyrocket kit with an additional sprue containing new engine nacelles and a new nose section. I read a few reviews of the first kit release that questioned the accuracy of certain items but I am building this for me and I don't care if the shape of the framistat or widgitholder is slightly off. Since I am building mine as an out-of-the box project, the only change I made for

into the engine. The only difficulties I encountered with the model were with the engine/nacelle assemblies. The instructions have you glue the engines to the front cowl ring. Unfortunately, there is not a lot of surface area and the assembly is not very strong. What I did was to cut a key slot at the hole on the firewall and just glued the engine to the nacelle. Then I glued the cowl ring to the nacelle. Why



Final Cut book cover. See next page for more information.

## I've Become Infected

by Bill Osborn

I have been afflicted by the dreaded B.B.virus. Within my 8' by 12' workroom I can lay hands on 300 to 400 unbuilt kits and some 25 models in various stages of completion. So why is it that I don't find anything that grabs my interest? I look at the half-built models setting on the shelf, most of them waiting for a paint job. I think about finishing one that's already started and then turn away with no ambition to complete the model. That's it; I've got B.B., the fear of all modelers everywhere, "Builders Block" - the need to build but not the drive, the hunger to spread pucky, smell the glue, squint at small parts until your head aches. This we have all done, and still do in the quest of that perfect model. We brave the wife's ire for the time and money spent on our chosen hobby, and we endure the strange looks from friends who ask if are we not a trifle old to be playing with toys.

So why do I have B.B.? I think it comes from my (justified) past problems with painting. It's a vicious circle. I start a new kit with good intentions, and then I glue, fill, sand and do it all over again until it's right. I know people who can paint a model two or three masked colors in one night. I need to wait a week just to be able to touch the darn thing for fear of rubbing the paint off the leading and trailing edges. Of course, while I wait for the paint to dry, I start another kit. You might well ask why doesn't he just take one of those twenty-some odd models that are half-built and finish one of them? Good question, wish I had a better answer than that 90% of them need to be painted. Maybe I don't have B.B. after all maybe it's just plain old "never do today what you can put off until tomorrow."

However we all know that tomorrow never comes. Which is why I start fooling with another one. With the protracted time it takes for the paint to dry I'm well started on something else, which leads to painting

which leads to - oow I think my headache is back.

Now that I've gotten this off my chest I think I feel the urge to work on something. Maybe I should just go lie down until it passes, or better yet I'll go to the bathroom.

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## B-17 Book *Final Cut* Now Available

via Keith Laird

For those who have expressed interest in receiving information about the release of the revised edition of *Final Cut*:

The book is at long last finished and available for purchase. It details the post-war B-17, both in military and civil use, including movies, air tankers, post-war test beds, and memorials, to mention but a few. Copies will be shipped on or before July 1.

The book, first published in 1990, has been completely revised and updated. All 43 of the surviving B-17s have been detailed and placed in one section of the book (it used to be broken up by USA and others). The book is printed on high-quality paper, runs 216 pages (four more than the original), has over 300 photos, and now has 16 pages of color. New or updated appendices covering all the survivors and other post-war B-17s have been compiled. This is basically a new book; you'll recognize the style but it has been reorganized in an easier to use format. The cost of the new book is \$18.95 and is available from both Pictorial Histories and Aero Vintage Books. From Aero Vintage Books, please add \$4.00 for shipping and California residents add 7.75% sales tax. More information is now available at

<http://www.aerovintage.com>.

Thanks,  
Scott Thompson (author).

## Preznotes

from page 1

or not you want (or need) to make any changes the reviewer thinks need to be made. For example, elsewhere in this issue I wrote a rather negative review of the 1/48th scale Hobbycraft Beaver kit. It's just the way I feel about this model. It should not stop you from buying it yourself if you really want to build one. It should prepare you for what you will see when you get home from the local hobby emporium and open the box, knowing that it does not have a lot of detail and some shapes are rather suspect (in **my** opinion). I have read numerous reviews on the KMC 727 kit, some of them not very complimentary. It did not sway me one way or another, only because I have been waiting for this model for a very long time. I read the reviews, I **may** make some changes recommended by some or I may not. I'm building it for me, this is a fun hobby, and I what I see in the model looks OK.

Another type of review that peeves me is reviews for resin garage kits. Due to the nature of the manufacturing process, most of which is done by hand, no two kits seem to be alike. I have read reviews where there were "numerous" air bubbles, parts were warped, and mold seams were horrendous, and on my example, none of the above was true. I have also seen the opposite. When you are reading about that resin garage kit, just remember that it is only one kit that the reviewer is looking at in a series of hand made models.

Short reviews I'd like to see:

Pro Modeler P47-N (or F-84): Why?

HiPM SB2U Vindicator: Yukk

Tamiya F4D: Yayy!

Any DML kit: Too many parts

KMC 727: Not enough parts

Vision Models Racquel Welch: va-va-voom!

See you at the meeting,

*Terry*

## ICM 1/72<sup>nd</sup> Scale Tupolev TB-3

by Bill Osborn

Have you ever seen those three-dimensional puzzles? Well I bought one at Skyway Hobbies a couple of weeks ago. It's called a Tupolev TB-3 by ICM. If you have never heard of it, it was a Russian four-engined heavy bomber of the early thirties. The plane was covered with corrugated skin all over, with an open cockpit and gunner's stations. With four V-12 engines and tandem fixed gear, and a wingspan of 130 feet, it must have been something to see.

Now to the kit. There are nine sprues of dark green plastic and one of clear parts. The parts on each sprue range from four to upwards of a hundred. They are all finely molded with very little flash. In total, there are 306 parts! Some of you may have, in your younger years, built balsa wood flying models, so this kit will bring back memories. The wing alone is made up of 35 parts - spars, ribs, skins, tip, and assorted trailing edges! This does not include the five-part gun tubs that protrude from the lower wing. The thirty-one parts in the cockpit should make the super detailers happy. There are seven bulkheads with two seats for the aft gunners. The body is composed of nine outer skins with more parts for the nose. Each engine has sixteen

places) and various numbers in red, white and blue.

Now that I've turned you off with all this talk of a kit with a bazillion parts, the model shouldn't be all that hard to build. No, I haven't started it yet (see "I've Been Infected"), but if I get overcome by the craving to start a new kit this will be it. If I have room for something that big in my display case...

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## Verlinden Split

by Bob LaBouy

As many of us have heard from the rumor mill, there has been a change in the relationships of the VLS organization. As you may be wondering, here is the response that Francois VerLinden supplied when responding to a modeler's note on the Internet on May 30:

*Subject: No more VP?*

*Message: I just spoke to a VP operator about the status of my order which was back ordered. I ordered the recent Verlinden book on making dioramas and she informed me that it is no longer available. I received nothing in the mail or e-mail about this. Is this a result of the VP and Letterman falling out? I remember the news of the companies splitting, but I didn't think it would affect products like this book. That sucks, to be blunt. So, we can't get the book or what? Are all VP products gone? No figures, gear, vehicles? If so, is there a time limit to when we can still buy them? What's going on here, guys?*

Okay guys, let's make a few clear points here. It's not very often that I get up from behind my work bench and pick up my pen. I am the kind of person that believes in making things happen instead of wagging my tongue (or my pen) about what I am going to do.



parts including prop and spinner. With sixteen parts for each landing gear and several dozen more assorted parts, this kit should keep anybody busy for at least a day or two.

The instructions are of the exploded view type and do tend to leave something to your imagination. All paint codes are for Humbrol with names in four languages. You are given decals for seven different aircraft. Six are Russian and one is Chinese. These are in two basic color schemes, matt forest green, and matt forest green and black. The decal sheet has three sets of Russian (six places), Chinese (four



I realized after reading the above e-mail that there is still quite some confusion about the VP - VLS situation, both in the past as well as at present. Here, in short, is the complete history of the VP - VLS relationship and the present situation as it stands today:

I am now 54 years of age, I started modeling as a 12 year old kid, and moved into serious modeling about 10 years later. One thing led to another, and before I knew it I opened my own hobby shop, some 25 years ago. Due to the demand from the customers at my shop I moved step-by-step into producing my own accessories and products in the basement. The success was so overwhelming that I closed the shop and founded Verlinden Productions Corporation in Belgium together with the Dutch investor Jos Stok. Due to the very hard work of myself, my wife Lillian, my son Wim, and his wife Judith, VP turned into an unequalled success in this industry.

After a few years, we began to receive from the U.S. a great deal of demand for VP products. At around the same time, I met at a U.S. show Bob Letterman, who at that time ran a small mail order operation by the name of "Warwinds" out of his basement. Since I was then looking for a stable central sales point in the U.S. market, I saw a good opportunity. VP Belgium bought itself into the small U.S. Operation and a new corporation named Verlinden, Letterman, and Stok was formed. Letterman owned 50% of shares, VP Belgium the other 50%. Due to the financial power of my partner, Stok, and the commercial support from VP, the U.S. branch grew quickly.

Due to numerous reasons, mostly of a practical nature, I decided to move the complete VP operation to the U.S.A., and to merge VP with VLS Inc. At that moment I bought out my partner, Stok, from VP and the U.S. operation which would become The VLS Corporation, owned by Letterman and myself on an equal basis. I kept running the VP side (product development,

*continued on page 15*

## Hobbycraft 1/48<sup>th</sup> Scale de Havilland Canada DHC-2 Beaver: An In-the-Box Review

by Terry D. Moore

When I saw the announcement of a 1/48th scale de Havilland Beaver by Hobbycraft I got very excited. With Kenmore Air, the largest Beaver operator in the world, just a few blocks from my office, I see plenty of them every day. I've chartered numerous flights out of there for various job-related activities so I get to see them up close. Hobbycraft has released two versions - one on wheels and one on floats. Some of

an extra sprue with the floats and related struts. The model is devoid, save for a few Matchbox 'trenchdigger' type, of engraved panel lines. The corrugated control surfaces are overdone. The shape of the cowling is off, particularly the front, which is not rounded enough, and the intake...?

The shape and location of the windows (most of them) is slightly suspect, although I haven't put a scale to them yet. The classic de Havilland tail shape just isn't right and only part of the rudder hinge line is scribed! Interior detail is sparse. The floats need added detail. The floatplane struts are rather heavy handed. I could go on, but I won't. I will build it. It will take a lot of work to make it look like a Beaver, but I will build it.



their latest kits have been pretty good models and they've been showing a steady increase in quality. What a major disappointment when I cracked open the box on this kit. Where are those finely scribed panel lines? Where are those thin trailing edges? And so on...

What you get when you open the box is a set of clear fuselage halves with the windows molded in and the usual Hobbycraft grey plastic for the rest of the parts. The floatplane version comes with

The kit appears to me to be about the same vintage as their Otter kit, released quite a number of years ago. The level of detail is nearly identical and if this indeed the case, why did they not release it at the same time as the Otter? It would have made the quality/accuracy level not quite as serious a point about which to complain.

## Monogram 1/39th Scale Wright Brothers Kitty Hawk

by Larry Martinson, IPMS  
Alexander Lippisch Chapter,  
Cedar Rapids, IA

As a kid I read a book about Orville and Wilbur Wright, but I never really had the desire to build their plane. At the beginning of the year 2000, I got another chance to build it and I excitedly took advantage of it! This latest re-release is included in the *Monogram Classics* series. Each of the classic kits also includes an iron-on patch. The instruction sheet gives a nice little history of Orville, Wilbur, and the Kitty Hawk. Monogram goes on to tell the history of this kit, how the plastic was colored for building it without painting, and how the kit number changed over the years due to ownership changes and re-releases.



The instructions consist of 32 steps, which are simple to understand. The drawings are clear until you get to the rigging steps. In step 15, they warn you of this and recommend patience. (At this point, you realize this was a more advanced release than the old Super Connie Kit!) All the parts representing wood are molded in tan plastic and the wings are in a cream canvas color. My two main wings suffered from warpage; some of it came out in the assembly, although you may also need to use hot water. The detail on the wings is done nicely, even some canvas stitching shows!

In other respects, the kit shows its age. There are push out pin marks all over the wings and on all of the spars and struts. The struts and other woodwork do a good job of defining shape, but I'm sure they are out-of-scale. The two figures included in the kit are pretty anorexic in shape and the mold seams are almost impossible to fix without major filling and sanding. However, even though this kit is 42 years old, it still is fun to build, especially because of its historical importance.

It still amazes me how Monogram can pull out a mold that is this old, and still have the detail show up. The modern molds don't seem to hold up as well. I have been told it is because different materials are used now. If that is the case, I'm glad Monogram invested in better quality mold materials back then, so we can still enjoy the "classics" today. I would like to thank Monogram for the kit supplied in this review.

## Black Box 1/48th Scale N.A. F-100D Cockpit Detail Set

by Dave Roof, courtesy RMS

I had thought that the F-14A set was probably the best cockpit set Black Box had done until I opened this box. Well, the F-14A set is probably still the best, but this F-100D set for the Monogram kit runs a very close second!

What you get:

15 pieces of miniature art to include the cockpit, sidewalls, instrument panel with new coaming, control stick, ejection seat, throttle, new aft deck, center console, foot pedals and foot rests for the seat. There is also the small gauge that goes on the frame of the windscreen and another part that I cannot identify. I did not get the instructions with the set, so I am not sure exactly what it is.

Cockpit Tub and Sidewalls:

The tub is unbelievable. I compared the tub to photos and drawings in both *Detail and Scale* and FAOW #22 *F-100D*. I honestly could not find a detail that was missed. Every knob, switch and lever is there! The tub fits snugly into the Monogram fuselage without the need to remove the casting block on the bottom. Sidewalls fit right in, but this will require that you remove the molded on detail that Monogram included in the kit. The control stick, throttle and foot pedals all go in via the standard way and match the reference drawings and photos.

Ejection Seat:

The ejection seat is a one-piece affair and is dead on compared to all of the drawings and photos. Belts, as usual, are molded on and the overall crispness of the detail is overwhelming. There is a coiled cord on the back of the seat and on my sample, the cord was actually open (it was as if you had taken fine wire, coiled it, and installed it on the seat)! The footrests are easily

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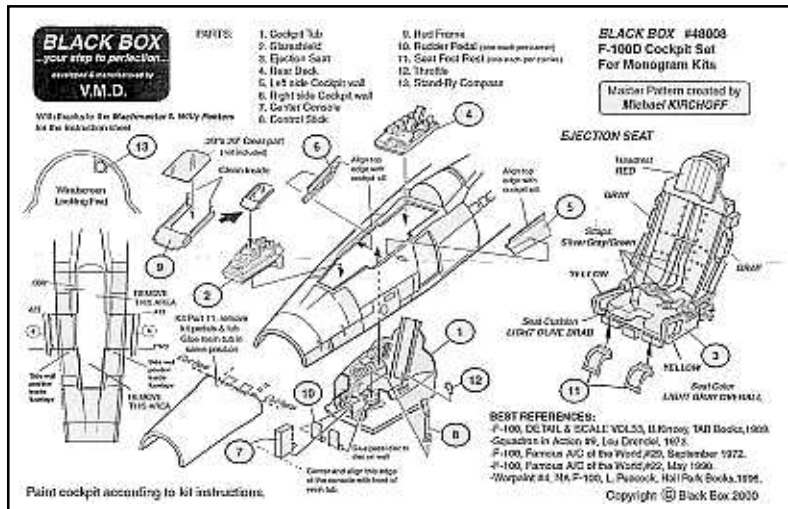


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## Olympic Flight Museum Event

by Keith Laird

The Olympic Flight Museum, based at the Olympia airport, is have a flying weekend on June 17 and 18. The event starts at 10am both days. Admission is \$5 for adults. \$3 for kids. There will be a hanger dance from 8 to 11 pm on Saturday night. They are expecting 50 plus airplanes.



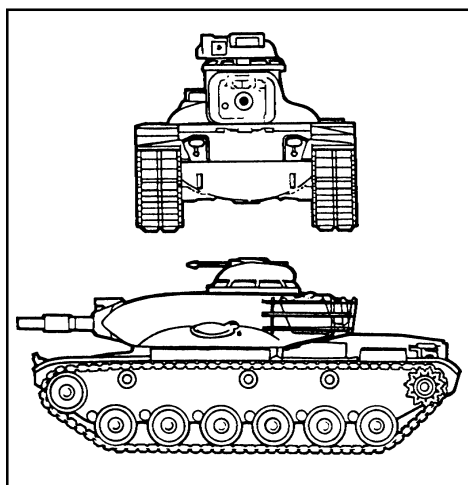
installation of both the new coaming and aft deck will require you to remove the kit portions, a fairly simple task as neither area is difficult to remove. This set is a welcome addition to the old but beautiful Monogram F-100D. Add the Eduard Photo-Etch set, and the Experts Choice Vietnam Huns decal sheet and you have a winner !

My thanks to Jeff from Black Box for the review set.

attached to the lower front portion of the seat, but care should be taken when removing them from the casting block.

Instrument Panel/Coaming, Center Console and Aft Deck:

The instrument panel is cast as part of the coaming and is one of the better pieces of the set. The level of detail in this area is just amazing. The only thing you will need to add is a piece of clear plastic to represent the gunsight glass. The center console is simply attached to the deck of the tub and rests underneath the instrument panel. The aft deck is a vast improvement over the kit provided detail. The



here as well. The kit is also missing the prominent bulge on the rear under the grilles of the closed breach scavenger system (CBSS), the model providing two little bulged pieces to place over the transmission access plates. However, with some good references in hand the missing details can be added and the CBSS built up with putty and a unique kit can be built from it. As far as I am concerned it is very welcome as at least it is not World War II German!

## Tamiya 1/35<sup>th</sup> Scale M60A2 MBT

by Stephen C. Willoughby, IPMS New Jersey

One of Tamiya's latest re-releases is this kit of the ill-fated M60A2 Starship. In the late 1960's with the cancellation of the very expensive MBT70 a less expensive alternative was to update the current front line tank with the high technology that had come out of the MBT70 development. This new technology was jammed into the M60A2. It was fielded in Germany starting with the 3rd Armored Division in the early 1970s.

At about the same time Tamiya released this kit. It is based on their venerable M60A1 kit (ca. 1970, according to the copyright on the mold) with the M60A2 following in 1972. This new re-release features new instructions and the molds have been cleaned up a bit from the older release, probably a result of the kit being made at Tamiya's new plant in the Philippines.

The model is identical to Tamiya's other M60's with the exceptions of two sprues for the different turret the -A2 sported, and that this kit retains the older chevron vinyl track. The massive gaps in the rear of the hull and the motorization holes are all still here and the many omissions of Tamiya's M60 series are all



## Hasegawa 1/48<sup>th</sup> Scale General Dynamics F-16CJ (Block 50) Fighting Falcon

by Michael Benolkin, IPMS/  
Albuquerque Scale Modelers

### Background

When General Dynamics initially developed the F-16 Fighting Falcon, it was designed around the legendary Pratt & Whitney F100 engine that was already powering the F-15 Eagle. So advanced was the F100 engine (at the time), there were serious concerns about exporting the engine outside the United States. As a result, General Dynamics created a variant of the F-16 that was powered by the General Electric J79 (also powering the F-4, F-104, Kfir, etc.) so that the aircraft could be put onto the export market. Fortunately, these concerns were overcome and the F-16/79 was never put into production.



Despite some ongoing teething problems with the F100, the first F-16Cs (Block 25) were still exclusively Pratt-powered. The idea of the common engine between the F-15 and F-16 went out the window when Pratt was forced to produce a specific F100 variant for the F-16 to reduce the likelihood of an engine failure (not good on a single-engined aircraft). Unfortunately, whenever an F100 engine problem was identified after an accident, it usually resulted in grounding or restricting operations for the entire F-15 and/or F-16 fleets.

Meanwhile, General Electric had produced a very promising engine in the F101 that was to power the B-1B. They embarked on a program to create the F101DFE (Derivative Fighter Engine) that would later become the F110. GE's F110 turned out to be a very robust engine that turned out to be relatively insensitive to rapid throttle movements at altitudes and flight conditions that would compressor stall most other engines. The F110 was adopted for the F-14B and F-14D programs, studied as an alternate powerplant for the F-15E Strike Eagle, and integrated as an alternate powerplant for the F-16C/D.

The vision was to allow the F-16C airframe to fly with either the Pratt or GE engine. For example, if a turbine problem threatened to ground all of the Pratt-powered aircraft, the affected airframes could have their F100s removed and replaced with F110s until the problem was resolved. For the first time, a major engine problem would not ground the entire fleet of F-16s.

The F-16C/D Block 30/32 aircraft were built to this vision. The only external difference between the Block 30 and 32 was the engine nozzle (F100 versus F110). Unfortunately, reality overcame the vision during flight test. The GE engine required more air mass than the Pratt, requiring a larger intake. As a result, the GE-powered Block 30s began receiving the widemouth intake on the production line. Some, not all, of the previously built Block 30s were also retrofitted with the widemouth.

When you want to ensure that a combat aircraft is effective and safe to fly, you send it to Edwards AFB or Patuxent River NAS. When you want to ensure that a combat aircraft is really able to perform the

mission, you send it to Israel. The lessons learned (and some ingenious modifications) by the Israeli Air Force led to an increase in weapons loads. General Dynamics incorporated the modified wheels, landing gear and structures into the F-16C Block 40 (and later) designs.

The success of the LANTIRN program for the F-15E led to the adoption of LANTIRN into a night attack variant of the F-16C, the Block 40/42. With the increased load carrying capabilities adopted from the Israelis, the F-16C could now deliver precision (laser) guided weapons on any target, night or day. LANTIRN-equipped F-16s freed up the F-15E to perform longer-range strikes. The F-16C Block 40/42 aircraft were re-designated as F-16CG.

When it became evident that a replacement for the F-4G Wild Weasel was overdue, the F-16 was selected as the follow-on Weasel platform. The F-16C Block 30/32 had already been performing the companion Weasel mission, flying on the wing of an F-4G and serving as a "manned launch rail". These F-16s were very limited in their Weaseling capabilities without the sensors of the F-4G nearby. As a result, the HARM Targeting System (HTS) pod was developed to provide the new generation of F-16C Block 50/52 aircraft with the needed targeting information. These aircraft were re-designated as F-16CJ.

The F-16C Block 50 Plus and Block 60 aircraft are due to start production very soon. With the Joint Strike Fighter's (JSF) future in jeopardy, we may be seeing the now familiar silhouette of the F-16 defending the skies over many countries around the world well into this new century.

### The Kit

Up until now, the only F-16s we could accurately model out of the box in 1/48 have been the F-16A/B Block 15, the NATO F-16A/B, and the F-16C/D Blocks 25 and early 30/32. While Italeri has released F-16 kits in all three areas that are nicely done, they are still second to the Hasegawa series of Vipers. Hasegawa did

release what it called a Block 40 aircraft, but it came close to a Block 42 machine. It lacked the wider wheels, bulged main gear doors, and a few other details to be an accurate Block 42, and of course it lacked the widemouth intake of the Block 40.

Enter Hasegawa kit V10 - the long-awaited F-16CJ (Block 50) Fighting Falcon. This kit is, straight out of the box, the best of the best. Not perfect, but very nice. Upon opening the box, you'll find the standard trees used in every other F-16C kit previously released (this is a good thing as I'll explain later). In addition, there are several new trees that contain:

The widemouth inlet for the GE engine (the normal inlet and the GE and Pratt nozzles are still in the kit)

The RWR antennas that mount on the leading edges of the wing

Two new (and detailed) AIM-120 AMRAAMS

Two new wingtip launch rails for the AMRAAMs

Two AGM-88 HARMs w/correct launch rails

Two new wide main gear wheels and bulged main gear doors

Two HTS pods (only one needed, so you get a spare)

Two new pilot's heads with the current issue lightweight helmets to replace the older "bone dome" helmets previously used (and still included in the kit). Again, only one is used (if at all), so there is at least one spare for another modern aircraft project!

The unique Block 40/42/50/52 taxi/landing lights on the nose gear door

The only problems that I found were:

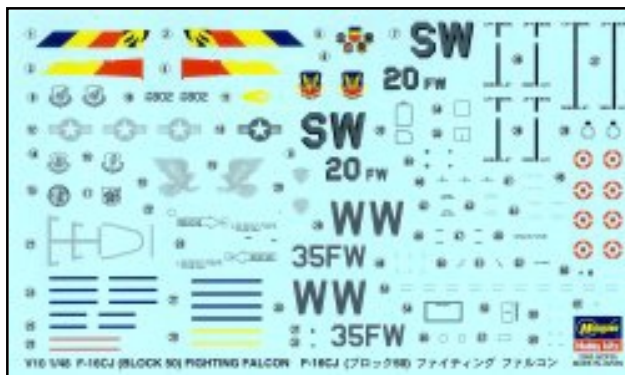
The canopy is clear. The F-16CJ should still be tinted. (As a sidebar here, in the early days of the F-16C/D, which introduced the gold-tinted canopy that reduced radar cross-section, many of these tinted canopies were retrofitted onto the F-16A/Bs as well. Later in the F-16's life, we're seeing F-16C Block 30s (as well as other models) being retrofitted with the original clear canopies for night vision goggle use).

The canopy still retains the mold seam down the centerline.

The cockpit is representative of the older block F-16s. (This one is not a big problem, thanks to Black Box! Their recent F-16C Block 40 Cockpit Set completes the detail needed for this aircraft. Since these are limited production items, you'd better grab a few now! Change the HUD and you're set for the Block 50!).



There is no ALQ-131 ECM pod included. The standard loadout for the F-16CG and F-16CJ includes the ALQ-131 pod on the centerline station (see photo). You rob one out of another kit.



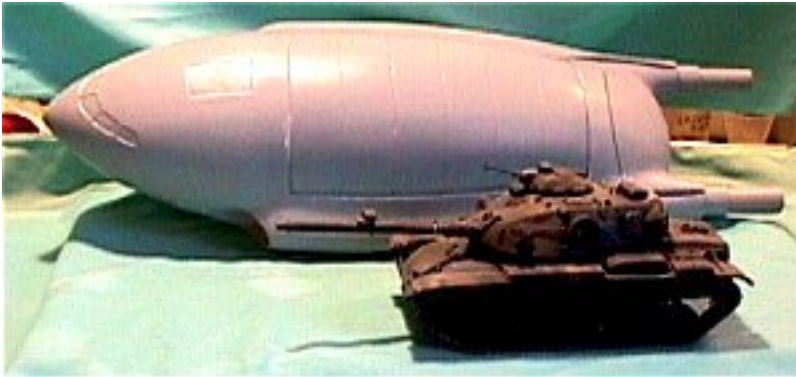
Markings included with the kit are for two wing commander's aircraft. The first is from the 20th Fighter Wing at Shaw AFB (tailcode SW), while the other is the 35th Fighter Wing out of Misawa AB, Japan (tailcode WW). A nice set of stenciling is also included.

So what can you do with this kit? Unless you are content with building old F-16s, this kit opens a number of new avenues to modeling the modern USAF. Straight out of the box you get a nice Block 50 F-16CJ. If you use the narrow mouth inlet and Pratt nozzle that are still in the kit, you can also do a nice Block 52 F-16CJ out of the box. If you put the HARMs and the HTS pod in your spares box, add the Eagle Designs LANTIRN pods and a pair of Paveway II/III LGBs, you can also have either the Block 40 or 42 F-16CG Night Falcon. Since one of the new parts trees in the kit says F-16C Block 40/50, that means that Hasegawa has a modernized F-16CG warming up in the bullpen as well.

Am I excited about this release? Let me just say that I had three on pre-order with HobbyLink Japan for a few months. One will be built straight out of the box, one will be an accurized F-16CJ with the Black Box cockpit installed, while the third will be a 150th FW F-16CG. This is going to be fun!

## IMAI 1/144th Scale Thunderbird 2

by Michael Benolkin, IPMS/  
Albuquerque Scale Modelers



I'm sure many of you grew up watching the Gerry Anderson Super Marionation series like *Fireball XL-5*, *Supercar*, and

IMAI released a limited edition Thunderbird 2 (kit number B-2067) in 1/144th scale (the **big** kits of Thunderbird 2 on the market now are 1/300th scale!) and it is all produced in beautiful cast resin, white metal, and turned brass parts. No

plastic anywhere!

What you're looking at in the photo at the bottom of the page are four pieces of resin: Top

and bottom airframe halves, and top and bottom cargo pod halves. This section is 20 inches long and over two pounds of resin! The wings, tail and engine section

are also resin. The intakes and fairings are cast white metal, the landing gear and engine bells are turned brass. Once assembled, it will withstand serious crosswinds and low yield felines.

Just to help you visualize the size of this thing, I've placed my 1/35<sup>th</sup> scale M60A3 next to it. This thing is huge! I'm looking forward to building this beast, and if you too are a *Thunderbirds* fan and hear of one available anywhere on the planet, **buy it!!**

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### Corrections to IPMS Seattle Roster

There were two inadvertent errors in the IPMS Seattle roster printed in the last issue of *Seattle Chapter News*. First, Carl Broberg's e-mail address was given incorrectly. It should be **cbroberg@sinclair.net**, not **carlbroberg@sinclair.net**

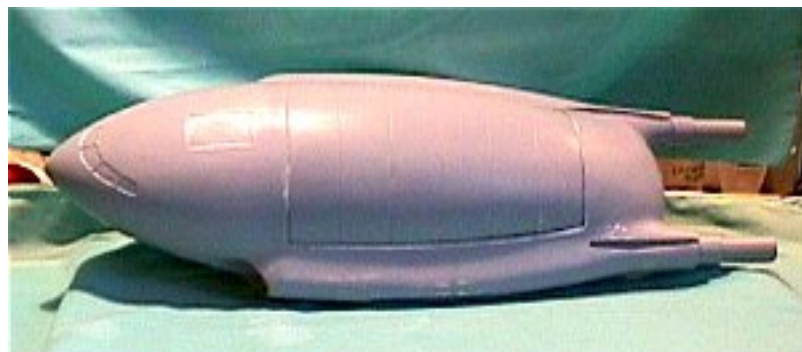
Secondly, through a formatting error, Paul Youman was left off the roster entirely. His information is as follows:

Paul Youman, 12230 94<sup>th</sup> Pl. NE, Kirkland, WA, 98034. Phone: 425-821-9590. E-mail: **idonnay@gte.net**

My apologies to both members.



*Thunderbirds*. For those of you who don't know what I'm talking about, please go ask your parents. I enjoyed *Thunderbirds* in particular and was fascinated with the Thunderbirds One and Two. So it was with great surprise and pleasure that I found a *Thunderbirds* kit that wasn't a blatant play toy. This kit quietly came and left the marketplace, so quietly that it didn't even make John Burn's *Collector's Value Guide*. I recently acquired this kit and still can't quite believe what I have.



## Earl Otto: January 10, 1928 - May 7, 2000

by Bob LaBouy

Like many of our local members, I was saddened recently to learn of the passing of our one of our long time Chapter members. Earl was a great person, an excellent modeler and one who could always be counted on to pitch in and assist with whatever the Chapter was doing. As long as I can remember, Earl contributed to our Chapter's Newsletters, from our earliest efforts in the late 1960s.

He was always an active participant in Chapter meetings and missed very few of them over recent years. He was an active supporter and participant in the Chapter's 1972 and 1992 IPMS-USA Conventions where he contributed both time and effort as he also did for all of our regional and annual contests.

Earl's obituary in the Tacoma paper also spoke about his service in the U.S. Maritime Service during World War II, his 20 years with the USAF (serving in both Korea and Vietnam conflicts) and 20 more years employment with the State of Washington.

At the same time, Earl was a quiet, very easy-going person. He was a complete gentleman and if you don't quite remember him at meetings, it was because he was a very non-assuming, reserved person.

Some members have admitted that they can't quite place Earl. Others will remember with a grin, a few years back when it had been reported that Earl had "passed away." No one was more surprised (or laughed more) than Earl at the next meeting and we continued to tease him about the exaggerated reports of his passing over subsequent months.

Trust me, he was always there and if you had the chance to exchange information with Earl about the many aircraft he studied or the real ones he helped to restore at the McChord AFB Museum, you quickly understood he was a serious researcher and accomplished modeler. I only wish more of our members had the opportunity to know Earl better.

Earl, we will miss you until we are once again joined together in the big hobby shop in the sky.

Thanks for the times you shared with us.

*Bob*

## Verlinden Split

from page 9

production, and export markets) while Letterman handled sales and distribution in the U.S.

The best idea that I ever had turned into a success within a year, but the human side can make some strange jumps. Three years later Letterman and I split-up (now almost a year ago). The real reasons? I'll leave that in the middle. I think every one involved will have his own side of the story to explain here.

Now, let it be absolutely clear! (I challenge **anybody** to prove otherwise!) It is Verlinden Productions, and no one else, who designed, produced, and published all of the currently over 1600 different products, of which about 1300 are still available right now.

The VLS Corporation continued to distribute our products together with other U.S. Distributors to supply the U.S. market. Due to recent events of a contractual nature between VP and VLS, VLS decided to drop the VP line. Everybody is entitled to make his or her own choice and I have absolutely no problem with that whatsoever. Let it be that way. During the 35 years in which I have been in this industry, I have seen it all and know how to handle things.

I had to work for three years with one hand tied behind my back. Now it is completely loose again. VP is going stronger than ever, releasing eight to ten new products a month into different segments of the market: figures, accessories, armor detail sets, aircraft detail sets, busts, buildings, modeling publications, etc., all of the highest standards of quality, presentation, and value for the money.

Some people ask me when I will slow down. My answer: I haven't started yet!

Francois VerLinden

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## Upcoming Model Shows

**June 17: RECON 7, 2000**, presented by IPMS Aces Wild. German American Society Hall, 25 W. 3rd Avenue, Spokane, Washington. **See last month's issue for more details.** Theme: Pioneers of the 20th Century.

Contest chairman, Mike Tsoumpas at [mdt@ior.com](mailto:mdt@ior.com)

Web site: [www.users.uswest.net/~clarkmonster/Recon2000.htm](http://www.users.uswest.net/~clarkmonster/Recon2000.htm)

**July 8: Scale Model Show & Contest** sponsored by IPMS/Yakima Model Makers, Selah Civic Center, 216 South 1st St., Selah, WA. Registration starts at 9am. All models entered into the contest will be awarded Gold, Silver, or Bronze ribbons. Make It/Take It event for young model builders, sponsored by Revell-Monogram. Info: Stu Alvord, 509-697-7914

**July 19-22: IPMS-USA National Convention**, Dallas, TX.

Web site: [ipmsnct.org/toc.html](http://ipmsnct.org/toc.html)

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## Korean War: The 50<sup>th</sup> Anniversary Modeling Project

Terry Moore and Andrew Birkbeck are working towards putting on a display at the IPMS Vancouver BC Show (October 7) to cover this important occasion. These two energetic modelers are between them producing six or seven models to cover major AFV and Aircraft used in the conflict. For the armor, it will be 1/35<sup>th</sup> scale, for the aircraft, 1/48<sup>th</sup>.

Those of you who read *FineScale Modeler* will have seen that the latest issue has a great listing of all the aircraft and ground vehicles used in the conflict, together with appropriate model kits. Obviously, Terry and Andrew can't finish all these prior to October 7. Therefore, they are looking for anyone interested in helping them out by building one or more models from this listing that they themselves are not already working on. Or if you have any already completed Korean War models in your collection that you could lend to this project, that too would be greatly appreciated.

See Andrew at the June meeting, or call him evenings at 206-522-3539 to discuss the Project.

## Golden Age Stars of IPMS #6

I know what you're thinking. How can **Jennifer Connelly** be a Golden Age Star when she only turned 29 last December 12? At least you would think that if you



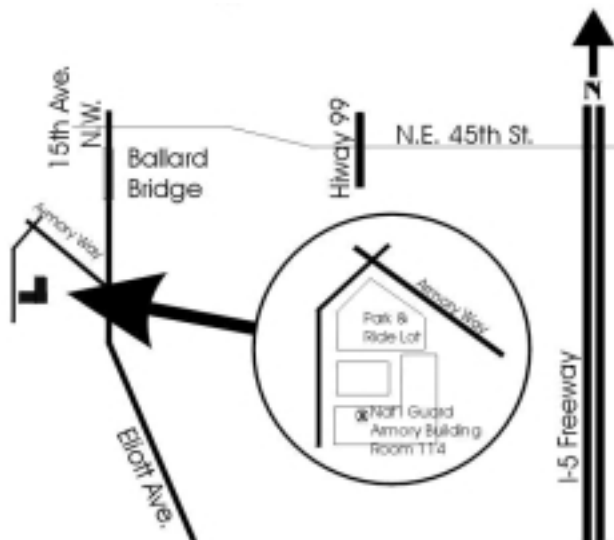
knew Jennifer's birthday, which you probably don't. The answer is simple; of all the actresses working today, Jennifer is the one who best conjures up the spirit of the era – not to mention being the most

beautiful American actress, IMHO, since Louise Brooks. Although she's made a career of primarily appearing in movies that don't live up to her considerable talent, her most memorable roles (except for her teenaged performance opposite David Bowie in *Labyrinth*) have showcased her dressed in Golden Age fashions - *Dark City* (great movie,) *Mulholland Falls* (awful movie,) and most of all, *The Rocketeer*.

It's the last named flick that gets Jennifer a place on this list. A wonderful comic book piece of eye candy, the film requires you to check your brain at the door. Yet it does faithfully recreate the Golden Age serials of the '30s, and features some ludicrously tacky aviation set pieces. Who can forget plucky Jenny being kidnapped by Nazis and escaping a burning Zeppelin over Los Angeles? The clincher, though, is the scene with the Gee Bee replica; not Delmar Benjamin's R-1, but a Super Sportster replica. I love the Gee Bees (I hate the Bee Gees, but that's another story); they're possibly my all-time favorite American aircraft. But I hardly noticed the airplane. Anyone who can upstage a Gee Bee has to be someone very special. And that's why Jennifer Connelly is a Golden Age Star...

## Meeting Reminder

## Saturday, June 10 at 10am



### National Guard Armory, Room 114 1601 West Armory Way, Seattle

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

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.