

Seattle Chapter News



Seattle Chapter IPMS-USA
April 2001

PREZNOTES



Another airline Preznotes...I usually start writing these after I've been squeezed into my seat, to take my mind off the pain in my knees because of the short seat pitch. This time is a little different - we are still in the terminal - our flight has been delayed for a "few" hours because a part has to be flown in from L.A. to make the plane airworthy! A mechanic bent a hydraulic line.

Seven hours later...

Well, I decided to save the column for the airplane. Do you want to know how many light fixtures are in the south satellite? How about the length of time it takes for the escalator steps to complete one cycle? Finally on the airplane...

I've had a few days to reflect on our show and all things considered, it was a very successful endeavor. I certainly would not want to relive the ten days prior to the show, however! I would like to thank everyone that helped but specifically Andrew Birkbeck, who not only managed to find the new venue, but managed to contact all the vendors, the out-of-town chapters and individuals about the change in location, as well as single handedly helping the janitor prepare the venue on Friday so that we could set up our tables. He stayed in touch with the school district on a daily basis so that there were no surprises on show day. I'd also like to thank Norm Filer who altered his plans to be available to help get everything ready for the show. Tracy and Jon, our webmasters, had the changes on the IPMS-Seattle website almost immediately. I would also like to thank the gang of ten that set up the tables on Friday and everyone that broke everything down after the show on Saturday. Our front desk people: Jill Moore, Bill Johnson, Craig Rosner, Joanne Ludwig, and Keith Laird and Andrew Bertschi who worked the door prize tables. Robert Allen and everyone else in the model room and last but certainly not least, Ted Holowchuk and Jim

Schubert, our retiring head judges, who have created one of the finest contest judging programs I have ever seen.

To all hands: **WELL DONE!**

I would also like to thank all those individuals and companies that sponsored awards and donated door prizes, your generous contributions added greatly to the success of our show. As I said before, I thought the show was very successful, with 509 contest models, 207 display models, and model builders from as far away as San Jose! The venue allowed us to have the vendors close at hand with room to spare so no one was crowded into the models. As far as the models go, I didn't see but one or two - Harry Avis' DH.2, Terry Davis' Airboat, plus some delightful 25mm fantasy figures by a prospective new member. I'm told that there were a "few" other really terrific models as well (note to Andrew: next year we build at least one hour into our schedules to actually see the models that are at our show!). Most everyone had high praise for the venue and suggested that we return next year. Lighting was only a

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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 - 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 2001 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 (though all currently listed are second Saturdays). We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

April 14, 2001
June 9, 2001

May 12, 2001
July 14, 2001

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$19 Junior (17 years old or younger): \$9

Trade Member: \$19 Canada & Mexico: \$25 Other Foreign: \$28

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member,
 list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 6138
 Warner Robins, GA 31095-6138

Check out our web page: www.ipmsusa.org

2001 IPMS-Seattle Spring Show Report

by Jim Schubert

Well, here we are again, at the annual IPMS-Seattle Spring Show.....Wait a minute! Where are we? This ain't the Armory! Oh! It's Ballard High School's Commons room. Nice place for a model show; big, airy, light, most vendors on the perimeter of the room, Emil Minerich's Skyway Model Shop in the Faculty Lounge, the food guy (same good sausages as last year) in the corner, registration and judges' table in the lobby - all very convenient. Alles gemutlichkeit! Except, there's nowhere to park! Lots of complaints about that. As most of you already know we had a misunderstanding with the Washington State National Guard who advised us about a week and a half before our event that they would be using their Armory themselves on the date they'd committed it to us for our event. Momentary *panic!* But then cool heads (due to our weather here **everybody** in Seattle has a permanently cool head) prevailed. Event chairman Andrew Birkbeck found Ballard High School and executed a contract for our use of their new (!) facility. Boy, my high school in Jasper, Indiana in 19-ought-48 was nowhere near this nice; this place has wall-to-wall-floors and everything.

Friday afternoon Robert Allen, Andrew Birkbeck, Norm Filer, Ted Holowchuk, Bill Johnson, Keith Laird, Craig Meador, Jill and Terry Moore, Stephen Tontoni, and I set up the Commons and dressed the tables for the contest and for the vendors. When all was finished we repaired to Louie's Chinese Restaurant where proprietor Art Louie ordered a super family style dinner for us.

We had 509 model entries and 207 models on display. That's 716 models in one room - good show! For reference, last years numbers were: 582, 200, and 782 respectively. Mike Burton and Jim Priete from San Jose came the farthest to attend this show

whilst Stephen Bathy from Prince Rupert, B.C. came second farthest. IPMSers also came from Boise, Spokane, Yakima, Pullman, Portland, Vancouver (WA), Vancouver and Victoria (B.C.), Bellingham, Whidby Island, and other points on the upper left coast.

The high school's Commons room easily proved large enough. It is one of those super-modern energy efficient layouts where photocells monitor the light to maintain just the minimum level needed for school activities - mainly lunch. It can't be over ridden. So, when the sun was out the lighting was great, but for a part of the day the light level was near the minimum needed for our kind of activity; yes, this is Seattle. That, and the parking, apart everything went well. We had one major screw-up in judging perpetrated by the head judges and next year's head judges working as a team to judge all the Junior categories. In inexcusable ignorance we judged pre-finished kits against conventional kits! We'll fix it so that this can't happen again next year. We also had a fairly serious complaint about the standards for judging from a judge who had not read the Judging Guidelines and Directions in his team's package of paperwork. We'll fix this too for next year.

The quality of the models this year was of about the same range as usual, which is to say - very good. A few, as usual, were truly outstanding: Harry Avis' conversion of an old Revell 1/28th scale Sopwith Camel to a DH.2 easily won its category, Best Aircraft, and Contestants' Best of Show. Congratulations Harry; it's all well and truly deserved. Not entered, but on display, was Wayne Holmes', of IPMS-Vancouver, B.C., magnificent IPMS-USA National class winning Westland Wyvern from DynaVector's vac kit. Also, as usual, entry in the various categories was very spotty: seven categories had no entries at all, two had only two entries, and one had only one entry.

Our IPMS Region Seven Coordinator, Fred Charlton, came down from Bellingham to

help us out as a judging team leader and his son Matt served as an apprentice judge. Thanks to both.

Chairman Andrew Birkbeck, as last year, did a sterling job soliciting door prizes. In addition to IPMS-Seattle and Northwest Scale Modelers donations of good kits, the following sponsors were very generous in providing merchandise for the prize drawings: American Eagles Hobbies - in memory of their founder Mike Edwards; Fred Charlton; Galaxy Hobby; Lindberg Models; Oregon Historical Modelers Society; RandJ enterprises; Skyway Model Shop; IPMS-Spokane; and Spencer Tom and Kevin Zee.

This year, as last, we provided Certificates of Award for 1st, 2nd, 3rd, and Highly Commended class winners. Oregon Historical Modelers Society from Portland, Oregon sponsored the provision of all of these certificates.

The vendors generally reported brisk sales, but not quite up to last year's, this being due, perhaps, to a slightly smaller attendance than last year. The vendors declared their pleasure with being in the same room as the contest. It appeared to create a more dynamic environment for sales. I was too busy to even look at all the vendors; all I bought was two Windsock DataFiles.

For, I think, the first time we ran the whole affair exactly on schedule. By George, I think we've got it! It's about time too after all these years. We did not close the room for final judging and placement of awards this year so as not to cut the vendors off from their customers. I believe this is the reason we managed to keep to the published schedule and I will propose, at the Contest Committee's review, that we make this a standard practice in future contests.

In a future issue of this newsletter I will address the judging standards and the results of the Contest Committee's review of this year's event. At this writing we

have over 20 subjects raised by entrants and judges to be addressed in an effort to make next year's show better than this year's.

Following the Contest Committee's review Ted Holowchuk and I will officially retire, after six years, as co-head judges. Our replacements, Will Perry and Stephen Tontoni, worked in close parallel with us this year. Both are far more computer savvy than either Ted or me, so that should make for more efficient organization, ensuring that next year's show will be better than this one, plus they're a lot younger and more energetic. Go get 'em guys.

The list of this year's winners follows (**Bold indicates Best in Class**):

Category 1 - Junior: Aircraft

Judges; Ted Holowchuk, Jim Schubert, Will Perry, Stephen Tontoni

1st	Stuart Quam	Messerschmitt Me 109G
2nd	William Morita	de Havilland Mosquito
3rd	Stuart Quam	N.A. P-51 Mustang

Category 2 - Junior: Armor

Judges; Ted Holowchuk, Jim Schubert, Will Perry, Stephen Tontoni

*1st	David Shackelford	Sherman Jumbo
2nd	Brian Smith	T34/85
3rd	Rhinon Howard	MISI/TOW

***Best Junior Award: Sponsored by Oregon Historical Modelers' Society**

Category 3 - Junior: Automotive

Judges; Ted Holowchuk, Jim Schubert, Will Perry, Stephen Tontoni

Equal Firsts

1st	Miles Russell	Sprint Car
1st	Ryne Sandberg	'58 Edsel
2nd	Travis Spitzer	'55 Chevy
3rd	Stuart Quam	'34 Ford

Category 4 - Junior: Space Fact/Sci-Fi/Fantasy

Judges; Ted Holowchuk, Jim Schubert, Will Perry, Stephen Tontoni

1st	Andrew Field	Devastator Squad
2nd	James Larsen	Tank Leman Rigs
3rd	Merven Russell	Z-GO-K

Category 5 - Junior: Ships

Judges; Ted Holowchuk, Jim Schubert, Will Perry, Stephen Tontoni

-NO ENTRY-

Category 6 - Junior: Miscellaneous

Judges; Ted Holowchuk, Jim Schubert, Will Perry, Stephen Tontoni

1st	Brian Glinski	Godzilla
2nd	William Moria	German Troops
3rd	David Shackelford	T-Rex

Category 7 - Aircraft: 1/73 and Smaller

Judges: Brian Cahill, John Cate, Mike Medrano

1st	Glen Adams	Lockheed EP-3C
2nd	Larry Randel	North American X-15
3rd	Glen Adams	Aichi D3A Val

Category 8 - Aircraft: 1/72 Single Prop

Judges: Chuck Zellmer, Mark Peterson, Greg Schell

1st	John Frazier	Messerschmitt Bf 109G-14
2nd	Ted Holowchuk	Aichi M6A1 Seiran
3rd	Warwick Wright	Ju 87B Stuka

Category 9A - Aircraft: USA 1/48 Single Prop

Judges: Brian Cahill, John Cate, Mike Medrano

1st	Chuck Zellmer	Republic P-47D
2nd	Bill Glinski	Vought F4U-5N
3rd	Mark Gran	Vought F4U-1

Category 9B - Aircraft: Allied 1/48 Single Prop

Judges: Brian Cahill, John Cate, Mike Medrano

1st	Joe Brown	Ilyushin Il-2
2nd	Brian Birk	Bell P-39K
3rd	Tim Held	Boulton-Paul Defiant

Category 9C - Aircraft: Axis 1/48 Single Prop

Judges: Brian Cahill, John Cate, Mike Medrano

1st	Chuck Zellmer	Mitsubishi J2M-3 Raiden
2nd	Scott Rowland	Mitsubishi J2M-3 Raiden
3rd	Ron Koropatnick	Messerschmitt Bf 109G-6

Category 10 - Aircraft: 1/72 Multi-Prop

Judges: Chuck Zellmer, Mark Peterson, Greg Schell

1st	John Frazier	Messerschmitt Me 410A-1
2nd	Bob LaBouy	Consolidated PBV-2
3rd	Stephen Tontoni	de Havilland Mosquito Mk.VI

Category 11 - Aircraft: 1/48 Multi-Prop

Judges: Bill Glinski, Steve McKinnon, Larry Gaye

1st	Rich Hoard	Henschel Hs 129B
2nd	D. W. Miller	Messerschmitt Bf 110G-4 (X 2)
3rd	Will Riepl	Dornier Do 217
HC	David Chamorro	Douglas A-26

Category 12 - Aircraft 1/32 and Larger Prop

Judges: Tony Roberts, John Alcorn, John Schaaaf

1st	Steve Gallacci	Focke-Wulf Fw 190D-9
2nd	Brian Birk	Supermarine Spitfire Mk.XIVe
3rd	John Koon	Boeing P-26 Peashooter

Category 13 - Aircraft: 1/72 Single Jet

Judges: Chuck Zellmer, Mark Peterson, Greg Schell

- | | | |
|-----|--------------|-----------------|
| 1st | Jay Mullins | Republic F-105F |
| 2nd | Mark Andrews | Northrop F-20 |

Category 14 - Aircraft: 1/48 Single Jet

Judges: Bill Glinski, Steve McKinnon, Larry Gaye

- | | | |
|-----|----------------|-----------------|
| 1st | Brian Birk | Lockheed CF-104 |
| 2nd | David Whitmore | Atlas Impala II |
| 3rd | David Hemple | Lockheed U-2R |
| HC | Steve Gallacci | Heinkel He 162 |
| HC | Bill Glinski | Republic F-84F |

Category 15 - Aircraft: 1/72 Multi Jet

Judges: Chuck Zellmer, Mark Peterson, Greg Schell

- | | | |
|-----|---------------|-----------------------|
| 1st | Ted Holowchuk | MDDF-4F |
| 2nd | Larry Baldwin | Messerschmitt Me 262B |
| 3rd | Brian Willett | Tupolev Tu-22 |



Category 16 - Aircraft: 1/48 Multi Jet

Judges: Bill Glinski, Steve McKinnon, Larry Gaye

- | | | |
|-----|----------------|--------------------|
| 1st | Hans Beernink | Heinkel He 280 |
| 2nd | David Shamorro | MDDF-4G |
| 3rd | Brian Birk | Dassault Rafale 17 |

Category 17 - Aircraft: 1/32 and Larger Jet

Judges: Tony Roberts, John Alcorn, John Schaaf

- | | | |
|-----|---------------|----------------------|
| 1st | Brian Willett | Messerschmitt Me 262 |
| 2nd | John DeRosia | Lockheed YF-22 |

Category 18 - Aircraft: Civil, Sport, Racing, Airships

Judges: Tony Roberts, John Alcorn, John Schaaf

- | | | |
|-----|---------------|------------------------|
| 1st | Jim Schubert | Payen Pa.22 "Flechair" |
| 2nd | Ted Holowchuk | Pitts S-2A Rothmans |
| 3rd | John Koon | Wedell-Williams Racer |

Category 19 - Aircraft: Airliners

Judges: Tony Roberts, John Alcorn, John Schaaf

- | | | |
|-----|--------------|-------------------------|
| 1st | Bill Miller | Alaska 737-500 |
| 2nd | Tim Bradley | Aero-California DC-9 |
| 3rd | David Hempel | TWA Boeing 727-200 |
| HC | Mike Morrow | Ryan Air Boeing 737-300 |

Category 20 - Aircraft: Rotary Wing

Judges: Bill Glinski, Steve McKinnon, Larry Gaye

- | | | |
|-----|---------------|------------------------|
| 1st | Hans Beernink | Piasecki V-43A (H-21A) |
| 2nd | Terry Moore | Sikorsky H-19 |
| 3rd | Terry Davis | Bell H-13 |

Category 21 - Aircraft: Biplanes/Vintage Types

Judges: Bill Glinski, Steve McKinnon, Larry Gaye

- | | | |
|-----|---------------|-----------------|
| 1st | Jeff Johnson | Nieuport 17 |
| 2nd | Stephen Bathy | Polikarpov Po 2 |
| 3rd | Jay Mullins | Fokker Dr.I |

Category 22 - Aircraft: Miscellaneous

Judges: Tony Roberts, John Alcorn, John Schaaf

- | | | |
|------|--------------|---------------------------|
| *1st | Harry Avis | Airco (de Havilland) DH.2 |
| 2nd | Jim Priete | Manitou NK1 |
| 3rd | David Hempel | B-2A |

***Best Aircraft Award: Sponsored by Chuck Zellmer**



Category 23 - Automotive: Factory Stock

Judges: Joel Morris, Chris Fife, Bill Goshert

- | | | |
|------|-----------------|--------------------|
| *1st | Andrew Bertschi | '59 Chevy |
| 2nd | Gerry Nilles | '37 Chevy |
| 3rd | Tim Tracy | '65 VW Karman Ghia |

***Best Automobile Award: Sponsored by IPMS – Boise**

Category 24 - Automotive: Hot Rods

Judges: Joel Morris, Chris Fife, Bill Goshert

- | | | |
|-----|-------------|----------------------|
| 1st | Joe Spitzer | '34 Ford Truck |
| 2nd | Joe Spitzer | '34 Ford Roadster |
| 3rd | Vernon Hall | '48 Ford Convertible |

Revell/Germany 1/72nd Scale Fiat G.91 R

by Stephen Tontoni

I ordered two copies of this kit from Hannant's as these kits are not readily available yet in the United States. I learned of the kit from reading its in-box review in *Wingmaster's* magazine sometime late summer or fall of 2000. I finally lost patience and ordered them sight unseen.

The kit (about 45 pieces) is molded in regular gray styrene and has recessed panel lines throughout. Many of the recessed panel lines are done inconsistently, with depth varying to some degree. The molding is fairly soft; there are major sinkholes that will be a pain to fill. Many of those sinkholes are due to location pins molded on the opposite side, especially prevalent on the fuselage.

genre, Revell has opted to not include decals representing gauges on the instrument panels or side consoles.

There are inserts for the fuselage wheel wells although the wing wheel wells are

panels, there is nearly zero detail, but for a serious scratchbuilder (or aftermarket people) this could be a golden opportunity to detail the cannon bays. For underwing stores, you are provided with a choice of drop tanks and rocket pods.



The two-part canopy is quite thin and clear, but the cockpit is fairly simple. It has a tub consisting of an three-piece ejection seat, an instrument panel, and a joystick. The sides of the ejection seat are extremely thick; I carved and filed mine down to a reasonable width before putting the seat together. There are various buttons and so forth very faintly molded into the cockpit tub side consoles. Unlike many kits of this

not nearly as nicely done. There are openings in the wing wheel wells that will take a bit of filler to make them look believable. There are separately molded dive brakes that can be positioned in the up or down position. Additionally, there are separately molded gun bay panels on both sides of the fuselage. This is to allow the modeler to choose to do a two cannon or four cannon aircraft. Beneath the gun

The decal sheet is quite nice. (See picture). It is thin and printed well; register is good throughout. It also appears to have a comprehensive number of stencils. Not shown on this scan, the kit includes two more German insignias on a tiny sheet. Apparently, there wasn't room for them on the main sheet.

Conclusions: I'm somewhat let down by the quality of the kit. The level of detail is less than what I'd expect today, and the molding is soft with sink marks throughout. Still, I think that with some amount of work, a nice model can be had from this kit. I'm totally excited to do a Tiger Meet Gina, so I'm more interested in the appearance of the kit than the level of detail in it. Since this kit is fairly simple, I'd recommend it for someone who wants to do a fun job or to scratchbuild added detail. If, however, you'd like a state of the art, highly detailed model with a minimum of work, this kit may be a disappointment to you. Look for the build review of the Fiat in an upcoming issue of *Internet Modeler*.

SIGA Model 1/72nd Scale North American FJ-1 Fury

by Ned Shaw

When I saw this kit, I had to have one. It's the plane a PRO photographer used as the background for a publicity shot of my bagpipes and me. This was in the summer of 1950, and jets were new to the Naval Air Reserve. Anything for attention getting publicity! The decals in this kit are for that same aircraft.

Those decals are packed separately, and appear to be in register. There are 43 numbered decals. The main US and Reserve markings show up well on the box lid, and a side view on a side panel. The "teeny" writing that makes up many of them will be difficult to position properly, even with instructions. My kit's instructions were missing, but were quickly replaced. The overall midnight blue finish used at that time should sparkle with the mostly white markings, with touches of red here and there, and the large orange Reserve stripe around the rear fuselage.

The sprues are retained in a "baggie." The two main sprues are of gray plastic. The transparent sprue contains the one-piece canopy and the two landing lights for the noses of the tip tanks. The cockpit interior

builds up into a tub, with a reasonable-looking instrument panel and side panels. In my kit, the control stick was the only incompletely molded part, and that was the easily replaced center section. There is a rear deck, which shows ample detail through the canopy.



The overall panel lines are not very wide. There is a small tub for the nose wheel, which like the main gear wells has some detailing on the side. The gear door inner sides have some detailing, such as

reinforced "dents." There is very little flash to clean up.

The box side panels list as upcoming releases a differently marked FJ-1, FH-1 Phantom, AM-1 Mauler, AF-2 Guardian, FJ-2 Fury, and Seafire Mk.XV. SIGA has struck an unmined area of unmodeled aircraft.



[Note - This is the second issue of this kit. The first issue does not contain the markings for the aircraft that Ned describes. The second issue deletes the photoetched parts included in the original. The version shown above has the "Weekend Warriors" decals; the version shown below does not. - ED]



Peregrine Photo Essay series, by Steve Muth

review by Greg Reynolds, IPMS Santa Rosa

First appearing about a year ago, there are now five titles in this series (listed below). They all follow the same format. For \$7.95 you get twelve 8.5" x 11" pages (including card covers). High quality glossy paper is used throughout. The content is exclusively close-up color photographs of a single museum aircraft, averaging three to a page. Each issue starts with a full-page color cover photo of the cockpit. The photographs are generally very well taken: well lighted and in good focus, except where noted below. The coverage is excellent. The P-59B cockpit, for example, is documented by 11 photographs taken at a wide variety of angles, including downward and backward. The seat and behind the seat are not ignored. Equal attention is paid to the landing gear, wheel wells, and interesting external details. There is an amazing shot of the Yak-9U tail wheel well that must have been taken with a dental mirror. The press release for these publications sums it up nicely: "(it's) less expensive than taking your own photographs." Judged by that simple criterion, it's hard to find fault. However, there are some obvious limitations.

The exclusively close-up coverage leads to a myopic view of the subjects. With no overall views (except a postage stamp photo on the masthead) and no drawings, it is often difficult to understand the orientation and scale of some of the details. In addition, the modeler must rely on other sources for overall shape and appearance.

The examples of the subject aircraft are, of course, museum pieces and have been restored with varying degrees of authenticity. The author's captions are generally observational: simple comments about the specific examples photographed. The prickly subject of original or even typical colors is largely (and perhaps wisely)

avoided. The readers are left to their own research and conclusions.

Another minor irritation is the lack of proof reading. Given that the volumes contain so little text, there are a surprising number of errors, both grammatical and typographic. I know this isn't literature, but the author should at least master the difference between "its" and "it's".

It's also confusing that four of the first five issues are #1. There's a #1 USAF, #1 USN, #1 Luftwaffe, and #1 USSR. Obviously Mr. Muth has big plans.

Individual Comments:

F2G-1 Super Corsair - The subject is Champlin Fighter Museum's F2D-1D (Bu.No. 88454), reported to be flyable and restored to 1945 colors. It is obvious in many of the photos that the restoration included liberal application of Dark Sea Blue to places it did not originally go. The cockpit, however, looks pretty authentic. Considering the difficulty of photographing a dark subject in a dark room, the quality of the photographs is quite good.



XF-85 Goblin - The subject is the Air Force Museum's XF-85-MC (s/n 46-523). With the cooperation of the museum, the author

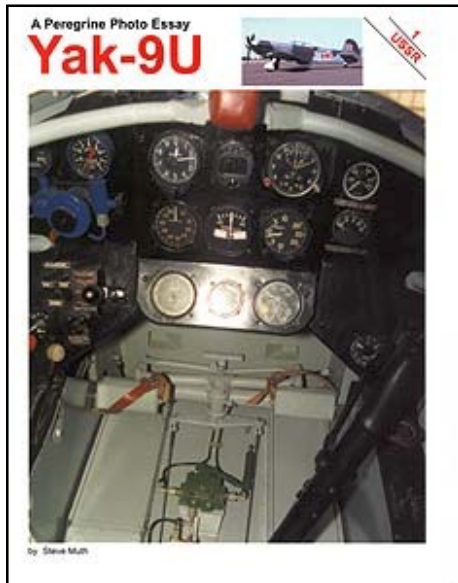
was able to photograph areas not normally seen, including behind access panels. Again, the quality of the photos is remarkable, given that the lighting of the Air Force Museum has often been compared to the inside of a cow.

P-59B Airacomet - This is another Air Force Museum aircraft, P-59B-1-NE (s/n 44-22650). In this case, the restoration suffers from the overuse of zinc chromate in the cockpit and silver paint in the wheel wells. There is no hint of the original colors. Furthermore, the photography was not as successful as the XF-85. Most of the external photos suffer from excessive contrast.

Me 262A Schwalbe - The subject Me 262A-1a/R1 (wk no 500071) is at the Deutsches Museum in Munich. Unfortunately, many of the photos in this volume, particularly of the cockpit, are pretty poor. Some are out of focus, poor contrast and others have reflections and glare from being shot through Plexiglas. Obviously the author had no special access. However, there is a significant redeeming feature. The interior of this aircraft can accurately be described as "refurbished" rather than "restored". The colors you see inside the cockpit, wheel wells, and other areas, are original.

Yakovlev Yak-9U - This restored aircraft also belongs to the Champlin Fighter Museum. This is a wonderful rare subject for which there is very little other published reference material. However, it may not be exactly what you're looking for. The author describes the Yak-9U as a "late version of the Yak-3 and Yak-7" which "differs from it's (sic) predecessors by having the fabric fuselage panels replaced by plywood... relocated oil coolers and radiators...". The development of the Yak fighter series is **very** convoluted, so it's hard to say if this statement is an oversimplification or just wildly inaccurate. Let's just say that the Yak-9U was the final version produced at the end of the war (and equipped post war Block air forces) and differs from the Yak-9D (the most widely known and modeled WWII variant)

about as much as the P-51A differs from the D. Furthermore, the extensive restoration has left only hints of the original colors. With those two caveats in mind, this volume is a jewel. It has the most thorough coverage and the highest quality photography of all the issues published to date.



These simple monographs make no pretension of being complete references; they merely present data. Nevertheless, they are interesting subjects and a good value. I hope there will be many more titles in the future.

Available from:
Peregrine Publishing
PO Box 343
Glen Head, NY 11545

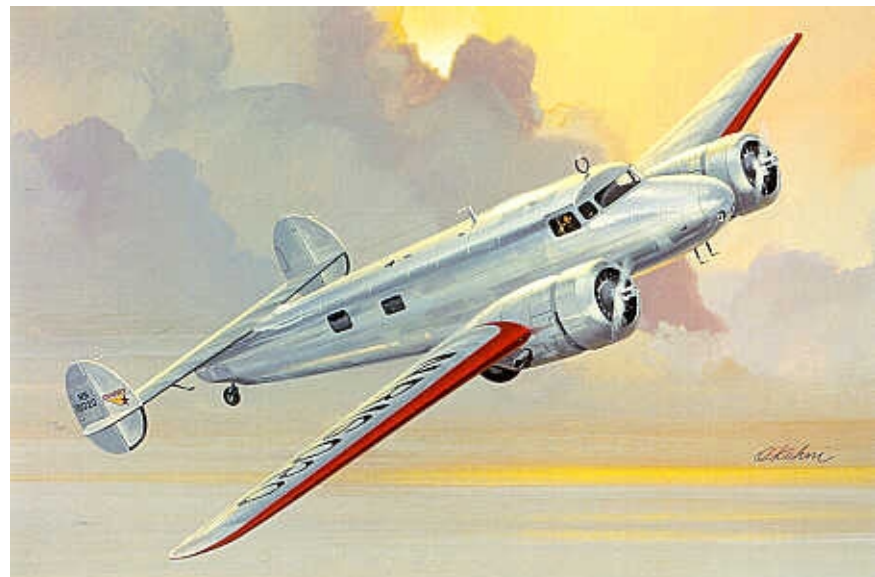
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\$7.95 each + 2.00 postage. Paper or plastic accepted.

Williams Brothers 1/53th Scale Lockheed 10 Electra - The Build From Hell

by Glen Broman*, IPMS Quad Cities Scale Modeler Society

This kit was the first of Amelia Earhart's famous plane in injection-molded plastic. It also has decals for some colorful military and Coast Guard aircraft. I believe that the decals are the best part of the kit. Read on and find out why.



The best way to look at this kit is as a short run offering. It will help you justify the extra work needed to get a nice looking model. If you are a modeler who likes the challenge of the build, then this kit is for you. The kit has a nice '60s retro look to it, the control surfaces are scribed, but the detail is raised. Anyone remember the Mad Riveter who worked for Airfix during the Sixties? Well, he's back. I recommend sanding the detail off; it looks much better that way. And if you do the recommended natural metal scheme, it will go a lot easier that way. I chose to look at it from a positive point of view, all the sanding fun of a vacform kit in an injection kit. Even if

you don't sand the detail off, you will still have plenty of fun sanding off all of the excess flash.

The instructions are so-so in terms of locating parts, but that's okay, because we like the challenge, right? There are no locating pins on the fuselage, which is probably fine as you can make sure that everything lines up better that way. Williams Brothers have done something interesting with this kit. They recognize that some people will only build this kit for historical purposes, so some steps are identified that can be omitted, like the interior. Interesting concept. Interior parts

are provided though, if you do choose to go ahead and put one in. The interior consists of a floor, cockpit rear wall, seats, instrument panel, and control yokes. Not much there, but then once everything is put together, that's about all you can see anyway. The instructions clearly state which steps are needed for the military versions or Earhart's version. Careful dry fitting is the rule on this kit. I built the cockpit and glued the parts into the fuselage before painting. That facilitated checking the fit of the fuselage halves after the interior was in. Once I was sure

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How Do I Get Myself Into These Things?!

by Terry D. Moore

Noting that the 60th anniversary of Pearl Harbor is this year, I finally decided to start my *Tora Tora Tora* Val, Kate, and Zeke in 1/48th scale. I've been planning these ever since the movie came out in 1969. I've even had a vacuform kit of the primary plane to do the Val and Kate for over 20 years.

The fuselage halves are different lengths, nearly 1/4th inch. Cross sections don't match. This is not too critical (!) because the fuselage requires copious amounts of filler to make the Hollywood Val. The hardest parts are sanding the wings and fuselage to remove bits of grit and dirt



The Monogram T-6 kit has been in and out of production numerous times (when I first decided to do this, the only T-6 kit available was the Aurora T-6/SNJ!) My very recent visit to Hawaii (see sidebar opposite) rekindled the veritable "flames of passion" for this project. I am currently working on the Val as it is the most difficult of the three aircraft to build. The only basis for this airplane is a prehistoric vacuform kit of the BT-13 Valiant. It has a terrific set of blueprints. That's the good part. The rest of the kit consists of Airmodel/early Contrail-quality vacuform parts with some white metal bits, a resin cowling, and a clear (?) vacuform canopy. The wing was molded with dihedral. That's a good thing - it goes downhill from there.

start the basic conversion: extending the fuselage, changing the cowling, extending the wing tips, building the spatted undercarriage, constructing an interior, and modifying the canopy. Compared to prepping the kit for the conversion - all this should be a breeze. Then all I have to do is make a resin casting of the aft fuselage and I can apply that to my

that were in the mold on my sample, to remove the blobs that were supposed to represent control hinges, and to take down the Matchbox variety panel lines. Once these little difficulties have been taken care of I can then

Kate conversion, the actual aircraft being basically a T-6 with a BT-13 tail section. To be continued...

Part II: Am I an Idiot or What?



Hawaii

by Terry D. Moore

I recently took a short three-and-a-half day semi-working trip to Hawaii. The only tour that I planned ahead was to the Arizona Memorial. Having studied the events of 12/7/41 for the last 40 or so years, I just had to see the location that had such an impact on our history. The visitor center has a nice collection of artifacts and models plus a gift shop to peruse whilst waiting for the Navy boat to take you to the memorial. On the day we were there we had an opportunity to meet with Dick Fiske, bugler aboard the *USS West Virginia* during the attack. We were able to spend about 10 minutes with him and listen to his recollections of the events of that day. When it was our turn to take the boat to the memorial I tried to explain to Jill how the attack progressed, how the *Nevada* was the only US battleship that got underway during the attack, and other events of the day. The memorial was a very emotional experience, which words cannot express. It should be a mandatory visit to any student of naval history. It will certainly be something I shall never forget.



The USS Arizona Memorial (Photo by Terry Moore)

The Build From Hell

from page 9

everything would line up when the fuselage was glued together, I painted the interior using the instructions for Earhart's version. I used the new formula Polly S flat aluminum metalizer paint and was pleased with the result. Don't panic and start calling Williams Brothers all kinds of impolite names (as if you weren't already) when you can't find the fuselage door. It's a clear part and is on the clear sprue. The clear parts are packaged separately, with two vinyl tires and a length of monofilament for the antenna wires. A nice touch. The kit also comes with regular plastic tires, so the choice is up to you.

Speaking of nice touches, the entire cockpit area on the fuselage is a clear part. This means that you can mask off the windshield and glue the part on, and then fill and sand it in to get a nice seamless appearance. A decal is provided for the instrument panel. I put a coat of Future over the instrument panel before putting the decal on. Anyway, back to that pesky fuselage door. It's a poor fit and will take

some work to get it to fit. I finally cut off the locating pins and that made it easier. I filled the gaps around the door (remember, I said I got it to fit, not fit well) with white glue to prevent damage to the window. I assembled and painted the engines at this point, I admit I skipped around the instructions a bit and built the wings and empennage at this time. All of the parts required careful cleaning and fitting prior to assembly.

The wing assembly is a bit unusual. The center part of the underside of the wing is glued to the two top outside pieces, and then the two outside lower pieces are glued on. Careful assembly and alignment are critical. After very careful fitting, sanding, trimming, and gluing only a small amount of filler was required. The fit of the tail to the fuselage is poor and will require filler. The fit of the wing is a little better but will require substantial work to fill the gaps. A better idea might be to glue the upper wing sections to the fuselage, then glue the bottom center and outboard sections to the upper wing. This might move the areas requiring filler to the outer section of the wings where it's easier to fill and sand.

I used Aeromaster primer to check the wings, fuselage, and tail joints. It took me three cycles of priming coats and filling and sanding before I was satisfied with most of the problem areas. At this point I prepped the cockpit clear part by polishing and dipping in Future. This protects the clear parts against crazing when you glue them on. I carefully trimmed the cockpit to fit. It required some white glue filler to take care of the seams. I then masked off the actual window areas plus the windows on the rest of the fuselage. At this point I screwed up, I used Testor's Modelmaster Aluminum buffing metalizer. No, not using the metalizer, I didn't polish the primer before I sprayed on the metalizer. This came back to haunt me later. I misted on three coats of metalizer and then waited for it to dry. I used a lint free cloth to buff it

Continued on page 16

Contest Winners*from page 5***Category 25 - Automotive: Custom****Judges: Joel Morris, Chris Fife, Bill Goshert**

1st	John DeRosia	Chrysler Atlantic
2nd	Steve Hilby	Raiders Coach

Category 26 - Automotive: Pickup Trucks**Judges: Joel Morris, Chris Fife, Bill Goshert**

1st	Bert Peterson	'37 Ford
2nd	Vernon Hall	'65 Chevy
3rd	Vernon Hall	'53 Ford

Category 27 - Auto: Truck/Van/Car/Crash/Fire and Rescue**Judges: Joel Morris, Chris Fife, Bill Goshert**

1st	Garrett Sandberg	International Truck
2nd	Carl Kietzke	1920 AIF 200
3rd	Ryan Elkans	Ford Police Car

Category 28 - Auto: Closed Course Racers**Judges: Glenn Ryder, Bob Peterson, Carl Broberg**

1st	Steve Hilby	Supermodified
2nd	Brian Birk	Lotus 25 Coventry-Climax
3rd	Carl Kietzke	CITGO Ford Taurus

Category 29 - Auto: Straight Line Racers**Judges: Glenn Ryder, Bob Peterson, Carl Broberg**

1st	Jeff Saube	'67 Vette (Black)
2nd	Jeff Saube	'67 Vette (Red)
3rd	Jeff Saube	'68 Camaro

**Category 30 - Automotive: Motorcycles****Judges: Glenn Ryder, Bob Peterson, Carl Broberg**

1st	David Campbell	Honda CR250R
2nd	Harry Avis	Harley-Davidson 18F (pictured)
3rd	Glen Ryder	Honda JF750

Category 31 - Diorama: Aircraft**Judges: Warwick Wright, Pascal Valadier, Ross Hillman**

1st	Dana Geraths	Fairey Swordfish
2nd	Daniel Chamorro	Vought F4U-1 Corsair
3rd	Glenn Adams	Hawker Hurricane

Category 32 - Diorama: Automotive**Judges: Warwick Wright, Pascal Valadier, Ross Hillman***-NO ENTRIES-***Category 33 - Diorama: Armor****Judges: Warwick Wright, Pascal Valadier, Ross Hillman**

*1st	Dana Geraths	Tunisian Tiger Trap
2nd	Chuck Zellmer	Waiting for Ivan
3rd	Ron Finn	Marder II at Kursk
HC	Dana Geraths	Sherman in the Ardennes
HC	Ronn Finn	Pak 40 in Kharkov

Best Diorama Award: Sponsored by American Eagles in Memory of Mike Edwards*Category 34 - Diorama: Space Facts/Sci-Fi-Fantasy****Judges: Warwick Wright, Pascal Valadier, Ross Hillman***-NO ENTRIES-***Category 35 - Diorama: Marine****Judges: Warwick Wright, Pascal Valadier, Ross Hillman***-NO ENTRIES-***Category 36A - Diorama: Figures/Vignette****Judges: Tim Nelson, Les Knerr, Ned Shaw**

1st	Rick Benneti	Monk and Viking
2nd	Gary Woodburn	Gen. Major and Staff
3rd	Ron Finn	120mm Mortar, German
HC	Marty Martinez	Sunset

Category 36B - Diorama: Figures/Diorama**Judges: Tim Nelson, Les Knerr, Ned Shaw**

1st	Brian Smith	Street Battle
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Category 37 - Diorama: Miscellaneous*-NO ENTRIES-***Category 38 - Mil: 1/35 and Larger Closed Top Through 1945****Judges: George Stray, John Chilenski, Larry Randel, Scott Hall, (Mike Millette -Apprentice)**

*1st	George Stray	Dragon M-26
2nd	Mike Millette	Tiger I
3rd	George Stray	Panzer IC
HC	Mike Millette	King Tiger
HC	D. J. Hurst	Su-85

***Best Armor: Sponsored by R and J Enterprises**

Category 39 - Mil: 1/35 and Larger Closed Top After '45**Judges: Scott Hall, John Frazier, Gerry Nilles**

1st	Mike Millette	M48A1
2nd	Rick Bennett	M50 ONTOS
3rd	Garland Angleton, Jr.	Type - 90 MBT
HC	Dave Keller	Merkava Mk.II

Category 40 - Mil: 1/35 and Larger Open Top, 1/2 Tracks, etc.**Judges: Scott Hall, John Frazier, Gerry Nilles**

1st	George Stray	SdKfz 164
2nd	Wally Bigelow	SdKfz 9 FAMO
3rd	Chuck Zellmer	SdKfz 223
HC	Ross Hillman	M8 Greyhound

Category 41 - Mil: 1/36 and Smaller**Judges: Jack Matthews, Jacob Russell, Paul Ludwig**

1st	Bill Glinski	M4A1 Sherman
2nd	Bill Glinski	M1A1 Abrams
3rd	Russ Field	PzKpfw 38 (t)
HC	C. Banyai-Riepl	Russo Balt Arm'd. Car
HC	Hans Beernink	Char B1 bis

Category 42 - Mil: Soft-skinned**Judges: Jack Matthews, Jacob Russell, Paul Ludwig**

1st	Gary Johnson	Opel Blitz Radio Van
2nd	George Stray	Sdkfz
3rd	Ross Hillman	CMP Chevy 15 CWT
HC	Ross Hillman	Kubelwagen Type 82

Category 43 - Mil: Towed Artillery and Missiles**Judges: Jack Matthews, Jacob Russell, Paul Ludwig**

1st	J. Quintinita	PAK 40
2nd	Phil Wyatt	British 6 powder A. T.
3rd	Phil Wyatt	7.5cm PAK 97/38 A. T.

Category 44 - Mil: Conversions and Scratchbuilds**Judges: Scott Hall, John Frazier, Gerry Nilles**

1st	Phil Wyatt	Steyr 1500 A/A1
2nd	Phil Wyatt	Panzer IV Kugelblitz
3rd	Phil Wyatt	Berge Panzer IV

**Category 45 - Ships: Engine-Powered****Judges: Neil Makar, Bob LaBouy, Wayne Holmes**

1st	Roger Torgeson	USS Francisco
2nd	John DeRosia	Clemenceau (pictured)
3rd	Tim Hold	Trident
HC	Ken Summa	HMS Hood

Category 46 - Ships: Sail and Unpowered**Judges: Neil Makar, Bob LaBouy, Wayne Holmes**

1st	Bill Cianci	HMS Bounty
2nd	Ronald Lake	Viking Long-Boat
3rd	Stu Alvord	Norman Warship

Category 47 - Ships: Miscellaneous**Judges: Neil Makar, Bob LaBouy, Wayne Holmes**

*1st	Terry Davis	Airboat
2nd	Gerry Nilles	Hawaii Kai Hydroplane

***Best Ship: Sponsored by Fred Charlton**

Category 48 - Single Figures: Smaller Than 54mm**Judges: Kevin Brown, Stan Cozad, Everett Quam***-NO ENTRIES-***Category 49 - Single Figures: 54mm****Judges: Kevin Brown, Stan Cozad, Everett Quam**

*1st	Rick Bennett	German Ski Trooper
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***Best Figure: Sponsored by Jim Schubert**

Category 50 - Single Figures: Larger than 54mm**Judges: Kevin Brown, Stan Cozad, Everett Quam**

1st	Chuck Zellmer	Captain Miller
2nd	Chuck Zellmer	Crusader
3rd	Gary Woodburn	U. S. Soldier WWII
HC	Michael Neitt	Panzer Grenadier
HC	Gary Woodburn	U. S. Pilot

Category 51 - Space Fact**Judges: Fred L. Charlton, Craig Rosner, Scott Taylor, (Matt Charlton Apprentice)**

1st	Tim Nelson	Saturn V
2nd	Tim Nelson	Saturn V
3rd	Mark Rehberg	Space Shuttle Challenger

Category 52 - Sci-Fi: Vehicles**Judges: Fred L. Charlton, Craig Rosner, Scott Taylor, (Matt Charlton Apprentice)***-NO ENTRIES-***Category 53 - Sci-Fi: Single Creatures****Judges: Fred L. Charlton, Craig Rosner, Scott Taylor, (Matt Charlton Apprentice)**

*1st	Terry Moore	Lexa
2nd	Janine Bennett	Kindra
3rd	Marty Martinez	Universal Wolfman
HC	Sheila Price	Various Subjects

***Best Space, etc.: Sponsored by IPMS - Palouse Empire**

Category 54 - Sci-Fi: Misc. (Includes Dinosaurs)**Judges: Fred L. Charlton, Craig Rosner, Scott Taylor, (Matt Charlton Apprentice)**

1st	Chuck Zellmer	Zena and Rex
2nd	Marty Martinez	Dilophusaurus
3rd	Marty Martinez	Raptor

Category 55 - Other Classes: Collections**Judges: Tim Nelson, Les Knerr, Ned Shaw**

1st	Joe Spitzer	'39 and '40 Fords
2nd	Tom Hoard	Combat Corsairs
3rd	Stephen Bathy	Bf 109s of Various Nations

Category 56 - Other Classes: Flights of Fancy**Judges: Tim Nelson, Les Knerr, Ned Shaw**

1st	Terry Moore	Focke-Wulf Triebflugel
2nd	Hans Beernick	I-153Z
3rd	Mike Burton	Me 262 RamJet "Lorin"

Category 57 - Other Classes: Miscellaneous**Judges: Tim Nelson, Les Knerr, Ned Shaw**

1st	Marty Martinez	Spirits of Pacific NW
2nd	Stu Alvord	Thesaurus
3rd	Scott Kruize	Ki-43 "One For Show, One For Go"

BEST OF SHOW: (Contestants' Choice)**Sponsored by IPMS - Vancouver**

Harry Avis - Airco (de Havilland) DH.2

BEST US NAVY AIRCRAFT: Sponsored and judged by Thom Morton of Dangerboy Hobbies

Dan Gareths - TBF Avenger

BEST SEAPLANE: Sponsored and judged by Scott Taylor

Mark Gran - Nakajima A6M2-N Rufe

THE MULDOON AWARD: For best unusual 72nd prop. plane. Sponsored and judged by Kevin Callahan of The Supply Depot and Bill Osborn

Jim Schubert - Payen Pa.22 Flechair

BEST ITALIAN AIRPLANE: Sponsored and judged by Emil Minerich of Skyway Model Shop

Stephen Bathy - Fiat G.55

BEST BLUE PLANE: At least 25% blue. Sponsored and judged by Internet Modeler (www.internetmodeler.com)

Tim Bradley - Britannia Boeing 757

Corrections

There were a couple of mistakes in last month's IPMS Seattle roster; Stephen Tontoni's correct phone numbers are home: (206) 760-1851 and cell phone: (206) 890-7641.

I'm not sure how to admit this, but my own e-mail address was spelled incorrectly. Robert Allen should be: baclightning@yahoo.com

Upcoming Shows**Saturday, May 19**

Hobbytown USA Redmond Model Contest and Show. Registration 10 am- 12 noon; judging 12 noon- 2 pm; Door Prizes - 2:30 pm; Awards - 3 pm; Model pickup - 3:30 pm. Entry fee - \$5 for unlimited entries; Juniors (12 and under) \$2; Display only \$2. Separate categories for Youth (ages 13-16) and Junior (12 and under. All standard categories. Model sale. 16421 Cleveland Street, Redmond, phone (424) 558-0312.

July 4-7

IPMS/USA National Convention. Hyatt Regency O'Hare, Rosemont, IL. Website: www.geocities.com/ipmsusa2001

Saturday, September 22

Capt. Michael King Smith Evergreen Aviation Educational Institute 4th Annual Model Contest. Co-sponsored by Portland and Salem chapters of IPMS. 3850 Three Mile Lane, McMinnville, OR, phone (503) 282-2790.

Saturday, October 6

IPMS Vancouver 31st Annual Fall Model Show and Swap Meet. 9 am- 4:30 pm. Registration: Adult -\$5 CDN; 16 and Under - \$4 CDN; Spectator - \$2 CDN; Spectator 16 and Under - Free. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. Contact: Kevin Brown, phone (604) 939-9929; e-mail ipmsmail@home.com. Web site: <http://members.tripod.com/~ipms>

Friday-Saturday, October 12-13

Sci-Fan 2001. Science Fiction and Fantasy Model Show. Contest entry and display; 12 noon- 7 pm 10/12; 9 am- 12 noon 10/13. Judging 1:30-2:30 pm 10/13. Awards/Door Prizes 4 pm 10/13. Airbrush demos both days. Fee: \$5 for up to five models, \$1 for each additional model. Galaxy Hobby, 196th and Highway 99, Lynnwood, WA. Phone (425) 670-0454. E-mail: info@galaxyhobby.com

Pro Modeler 1/48th Scale Focke Wulf Ta 154 Moskito

by Hal Marshman Sr., IPMS Bay
Colony Historical Modelers

This is a pretty decent kit of a little-known German night-fighter prototype. It seems that F.W. only made a few of this pretty little twin-engined, all plywood-skinned airplane. Powered by two Junkers Jumo engines, it should have done very well, but unlike its British progenitor, the F.W. shed its plywood skin, due to improper binding of the glue. Let's see what the kit is like....

- Molding: Cast in pale blue-gray, easy to work plastic, with etched in paneling. Because the Ta 154 was skinned with plywood, the panel separations are at a minimum.

- Interior: Quite nicely done job, with seats, consoles, stick, instrument panel, radar panel, rudder pedals, and throttle handles, all nicely cast. All you need add are seat belts.

- Clear parts: Very clearly cast, and thin enough to suit me. The canopy comes in three parts, windscreen, canopy proper, and rear portion that merges with wing roots and fuselage top. The only bug-a-boo here is that Monovel chose to not show us how the canopy worked. The rarity of the original plane ensures that few photographs exist, and none of the ones I've seen show an open canopy. Because of the way the windscreen and canopy are arranged, it is felt that it must swing open to the right, ala Bf 109. If anyone out there has proof that it operates otherwise, please let us all in on it.

- Landing gear: Very well done struts and supports, looking suitably complicated, but in reality not too tough to assemble. Wheels themselves are pretty nice too, but True Details has just released a set of weighted resin wheels, so you may want to use those. In the case of the main gear, in spite of the very detailed job Pro Modeler

did, they disappear into woefully plain gear wells. Nose gear well is well detailed.

- Nacelles, etc.: Nacelles proper include cooling gills, exposed exhausts or choice of exhaust dampeners, annular radiator front, and cowl ring. The annular radiator fronts are very nicely done, just waiting for dark wash, and drybrushing. I did experience some little difficulty attaching the nacelle to the firewall. Filling and sanding will be necessary here, to ensure a smooth fit.

- Accessories: The big thing here are the nose mounted radar antlers. These have been beautifully cast, with the antlers being separate from the mounts. This is fine work here, and care must be used both separating the parts from the trees, and handling them while installing. Spinners are two-piece, front and back affairs, with separate prop blades. Real fine job done here by Revellogram.

- Fit of parts: Except for the problem mentioned above, the rest of the kit goes together pretty well, with little more than a minimum of fitting and filling. Be aware that a good deal of weight is required to keep the nose wheel down. Pro Modeler recommends weighting not only the nose, but the front of the nacelles as well, and I heartily agree. The landing gear seems sufficiently strong enough to handle the weight.

- Decals: Personally, I don't trust Pro Modeler, so didn't use the kit provided markings, but if you prefer them, they provide markings for only the one night fighter version, but yes, they do give you white outline swatikas. About time that people stopped trying to make political statements with model kits! Remember, these are supposed to be miniature replicas of the genuine item, and should carry all authentic historically correct markings.

Not too much more to say. I understand that the molds were done by Dragon. Don't know for sure, but Pro Modeler has done a fairly decent job, and I thank them for their efforts.

Preznotes

from page 1

problem because it was so gray outside. Had the sun been shining, lighting would not have been as critical. The parking lot was designed to accommodate only Minis or Isettas - anything larger than that was in danger of damage (I know from experience). It amazes me that first year drivers use the parking lot. I also saw quite a few modelers and past members that had not been around in some time. As usual though, the day went by much too fast, I did not get to see much in the way of models or vendors, but I had a terrific time, as did everyone I talked to and I'm ready for the next one!

See you at the meeting,

Terry



Congratulations to John Alcorn, whose award-winning DH.9A was featured on the cover of the February 2001 *Scale Aircraft Modelling*!

Golden Age Stars of IPMS #12

I haven't done a huge amount of research to verify this, but I'm fairly sure that **Ella Raines** was the only Hollywood star who was born in Snoqualmie. She graduated from University of Washington, majoring in drama. Originally signed to a production company headed by Howard Hawks and Charles Boyer, she got her big break as the plucky heroine in the 1943 proto-noir *The Phantom Lady*. Other roles followed, notably in *Hail the Conquering Hero* (possibly Preston Sturges' best film, and that's saying something) and *The Senator Was Indiscreet*. Raines' talent matched her striking beauty; she was equally adept at drama or comedy. Raines moved into TV in the 1950s, and had all but retired from acting by the end of that decade.

Raines was married twice to WW2 pilots, the second of whom was one of the most notable fighter aces the US has ever produced. Raines' first husband was her high-school sweetheart, Ken Trout, a transport pilot who flew missions over the

Hump. After he returned from overseas duty, Ken and Ella's marriage floundered,



reportedly a classic case of marrying too young. After the divorce, Ella met WW2 ace (and future General) Robin Olds; they married in 1947, and had two daughters. Their marriage was the major reason why Ella's Hollywood career all but evaporated, as she accompanied Olds from posting to posting. They divorced in 1975, and Ella passed away in 1988.

The Build From Hell

from page 11

up. At first, it looked great. Then it started looking splotchy. I had buffed right through to the primer coat. I had some suggestions from some fellow modelers with some saying strip the paint off, polish the primer and start over and some that recommended just polishing the metalizer coat. I ended up polishing the metalizer coat and then respraying. I almost had the feeling that the kit was laughing at me and telling me that it wasn't done with me yet.

I hate to sound like one of those whining reviewers in the now defunct *Military Model Preview* magazine, but this kit was not a fun build. What is puzzling is that this is not an old kit. This kit was released just a few years ago, but it has all the look and feel of an early 1960s Airfix kit, although Airfix kits generally had much better fit. I can't, in all good faith recommend this kit, but if you want a Lockheed 10, go ahead and give it a shot. It will definitely keep you busy.

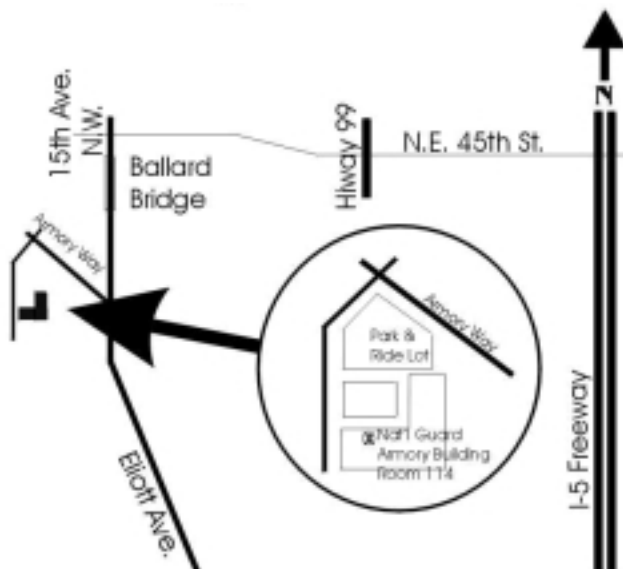
(*At least I'm fairly sure this article is by Glen Broman – the IPMS Quad Cities web site was a little nebulous on that point! – ED)

Meeting Reminder

Saturday, April 14

10 AM

**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.