

# Seattle Chapter News



Seattle Chapter IPMS/USA  
September 2007

## PREZNOTES



The California adventure...

First of all let me say that Jill and I had a marvelous time in California, however, I'll only tell you about 4 of the 11 days that are relevant to this column. If you want to hear about rest of our travels we'll gladly talk to you at length about the remainder of our trip.

Warning flags first went up among members of our chapter some months ago, about issues concerning registration for the convention. All those flags were waving wildly when registration opened up on Wednesday. The first thing we heard was that "the data base was lost", whatever that means. It was basically a train wreck from there. The left hand didn't know what the right hand was doing. There was a complete lack of coordination, not enough staff, NO security and not much of anything else. We were fortunate to get our Disney passes the Sunday before as we had a phone number for one of the co-chairmen. He delivered them personally. Others were not so lucky, and some gave up trying to fight the endless lines at registration. We finally got my name tag and banquet tickets on Friday and Jill had to raise a ruckus to get her name tag. Andrew Birkbeck probably still doesn't have his tag!

The registration packet included the usual special decal sheet and a few inserts, including one of ours for the Northwest Scale Modelers show at the MoF and our '08 Spring Show, put together with a herculean by our own Keeper of the Exchequer, Spencer Tom. Oh, yes. There is usually some sort of pin that's included now in all registration packets. When they ordered them, four boxes were to be plain pins and one box was to be a pin with the word Judge imprinted. Unfortunately, no one checked the badges until just before the show and four boxes worth said Judge and one box was plain. Very few attendees got the pin.

The vendors were ready to set up by early Wednesday but apparently there was no floor plan in place. Somehow they got set up, but not everyone was happy about the table arrangements. The vendor room seemed to be about half the size of the last convention I attended. There were some new kits available; in 1/32nd scale Special Hobby had their P-39 and X-15, Eduard had their Bf 110 and test shots of their forthcoming F6F. Revell also had test shots of their new Lancaster and Bismark (1/72nd scale and 1/350th scale, respectively). Those vendors that were selling older kits and currently available kits were all (in my opinion) way over priced. For example, the Monogram B-17G, which is still available at all local shops for about \$29 was going for \$50 at two different vendors. I did not spend all of what minimal funds I had. The contest room didn't have enough tables to start with (they did add some), but it meant moving some models multiple times. One of mine was moved at least four times to satisfy space requirements and requirements of

*Continued on page 3*

### In This Issue

<b>Land of Confusion: The 2007 IPMS Orange County Nationals</b>	<b>3</b>
<b>MOF Display</b>	<b>7</b>
<b>Virtual Modelling</b>	<b>8</b>
<b>The Books of Philip Kaplan</b>	<b>9</b>
<b>Huma F1 282</b>	<b>10</b>
<b>Special Hobby He 100-V8</b>	<b>11</b>
<b>IPMS Nationals Photos</b>	<b>12</b>
<b>McMinnville Show Preview</b>	<b>14</b>
<b>Upcoming Model Shows</b>	<b>15</b>
<b>Stash Survey Results</b>	<b>16</b>

**SEATTLE CHAPTER CONTACTS**

<b>President:</b> Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 tall11@verizon.net	<b>Vice President:</b> M. Keith Laird 1825 South 330th St. F-201 Federal Way, WA 98003 Ph: 206-491-0096 airboss78@comcast.net	<b>Treasurer:</b> Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	<b>Editor:</b> Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
---------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------

IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <http://www.ipms-seattle.org>

**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Spencer Tom, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

**Upcoming Meeting Dates**

The IPMS Seattle 2007 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

**September 8**  
**November 10**

**October 13**  
**December 8**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) FIRST M LAST  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Signature (required by PO): \_\_\_\_\_  
 Adult: \$25      Junior (17 years old or younger): \$12  
 Family (Adult dues + \$5, one set magazines, # of membership cards required: \_\_\_\_\_)  
 If recommended by an IPMS member, list his/her name and member number \_\_\_\_\_ (name) \_\_\_\_\_ (IPMS#)  
**IPMS/USA** P.O. Box: 2475  
 North Canton, OH 44720  
 Check out our web page: [www.ipmsusa.org](http://www.ipmsusa.org)

**PrezNotes***from page 1*

the fire marshal, who also did not allow modelers to store their model boxes under the tables! Our Schneider '49 group entry was allotted less than two tables originally, even after Tim Nelson had, months in advance, let them know our requirement was for at least four tables, to properly display the entry. Tim did a great job for what space we finally did end up with. There were 2,179 entries in the contest, the third largest in convention history.

The banquet was what I was expecting - reasonably good food, and not much else. There were two huge video screens set up but were we going to see anything of the contest winners? Of course not, just a Randy Newman video "I Love L.A.", and then the video went south. I wasn't surprised. The only winners that were announced were the special categories and grand prize winner. At least they could have recognized the junior entrants. Unfortunately, as of press time I have not received the list of winners from the organizing (sic) committee. Those winners from the Northwest that I was able to gather was Tim Bradley won best firebomber, Ross Hillman from Vancouver won best Canadian, Wally Bigelow from Idaho won best ship. Local category winners were Mark Chilenski, Tim Nelson, Dale Slight, George Stray, Doug Girling, Neils Wilhelm, and yours truly. Warwick Wright from Vancouver took four firsts. If I've missed anyone, my apologies. I'll rectify that when I receive the results from the organizing committee, which they promised to send within two weeks from the end of the convention to all attendees. Right. The most popular model was the 1970 hobby shop diorama, and the George Lee Judges Grand Award went to the "Sherman gun tank evolution", seen at top right.

Four chapters submitted bids for the 2009 show, Portland, OR; Sacramento; St Louis; and Columbus. Columbus was awarded the bid.



I could not report on any tours or seminars as I didn't take in any of them. On Sunday though, we drove out to Chino for a quick tour before heading for home. It was probably cheaper than the organized tour and I didn't have to deal with busloads of modelers trying to look at what is really a unique collection of aircraft.

And that's about it. It brought back memories of the '98 Santa Clara show. And I thought that nightmare was long gone. I am truly amazed that the planners of the Anaheim had two years to get it right and yet failed miserably, but, as I said at the top of the column, we had fun, we got to see a lot of old friends, made some new ones and generally enjoyed ourselves.

Eric Christianson gives his views on the Convention in his article, and there are just a few pictures elsewhere in this issue.

We'll see you at the meeting,

*Terry*

## **Land of Confusion – The 2007 IPMS Orange County Nationals**

**by Eric Christianson**

Having skipped a year since the big 2005 show in Atlanta, I have been waiting in breathless anticipation for the IPMS Orange County Nationals, held this year at the Anaheim Marriot, just one city block and forty years away from Disneyland. After an uneventful flight and shuttle transport, it was nice to be back in the Southland again, as long as I didn't have to stay too long.

I had planned to focus myself on the contest at hand, but, since I haven't a clue as to who or what won, I've thrown out those plans and have decided to take you along on my own little Disney ride I'll call "Land of Confusion" (thank you Genesis).

My first stop after checking into the Marriot is at the IPMS Registration Desk. There are three lines forming, so I hustle

over to an empty line (I am early). Across from me is an Orange County IPMS guy. I know this because, even though he is lacking any form of identification, he is on the opposite side of the table as I, so he must be important. He is engaged in a conversation with another Orange County IPMS guy, similarly identified. I am in a good mood, all smiles, so I stand, first in my line, for one minute, two minutes, three minutes... I stop counting and look at the two lines to my left, each with 10 people in line, and glance at the line formed behind me, and decide I will wait where I am. Finally, his eyes focus on me and I am told that there are no badges and no tickets; in fact, they cannot do anything for me until 'later'. It is 3 pm, so I walk away badgeless but not defeated. I cross the hall to the Vendor Room.

I check my pockets - after airport food, shuttle fare, and odds and ends, I found myself with \$1 to my name standing in front of the IPMS Nationals Vendor room - eegad! A quick check at the hotel desk uncovers the fact that the only working ATM in the vicinity is across the street (!) at the Hilton (a fact that remains for the duration of the show). So off I trudge, still managing to keep my tail wagging - no raining on this parade. I soon return with way to much money to spend, and head into the Vendor Room. My heart lifts - ahhhh! I am at the Nationals, baby! The room is large, about 70% filled up (at this point) and well lit. The carpet is plush, and the aisles are wide. I can see a bright future for myself here, even brighter for those peddlers who have something for me. My first inclination is to turn to port and systematically work the room. Then I see the prominent orange and putty Eduard display that is screaming Messerschmitt Bf 110 and I decide to forego the systematic approach. The Eduard tables come into focus, with a real beaut of a model sitting front and center, canopies open, antennae strung. Behind the tables I see stacks of Bf 110E kits, six across and probably 30 high. I ask the question, and he says \$50 each, but, a second kit is only \$25. Things are looking good - I look for, and find a likely victim - none other than our president for

life, Terry Moore - to volunteer to help me out of this spot by buying the second kit. We pick up our booty, and separate - he back to the display room and I move forward to a rack of magazines laid out by SAM Publications. The prices are good, and everyone is speaking with an English accent - I am mesmerized and soon plunk down \$35 for both the red Bf 109 Datafile book, Part 2, and a new book titled *Eagle's Wings*. I stand and talk with the proprietor and his buddy. They both left the same town in 'the UK' a few days earlier and now have run into each other in 'the LA'. Small world.

The next table I stop at is for a new, swanky modeling magazine simply titled *Model X*. I can get a deal if I sign up for a subscription (\$48 for six issues), but I decide to just buy the inaugural issue (the teaser pre-publication magazine is a giveaway for early arrivers). Everything about this new magazine gushes Madison Avenue - it contains gorgeous photographs printed on the highest quality paper, with only the best of advertisers. The inaugural issue contains build articles on the Hawker Sea Fury (Fisher Models), Fw-190D-9 (Tamiya), T-64B (Skif), The Elco PT-596 (Italeri), The Star Destroyer (Revell), and coverage of the Euro Militaire show. Two aircraft, two tank articles, a boat, and a spacecraft. It looks like they are trying to appeal to all genres. I wish them luck but...it may be a little over the top for most.

I look at the big picture and realize I am nearly \$100 down after 13 minutes at the show. I decide angle over to the display room to see what I can see, and I spy a rather large display of M1 tanks - clearly a group entry. Before I get too close however, I am called over to a strategically placed AMPS (Armor Modeling and Preservation Society) table, manned by several swarthy tank-folk. They look at the brandy-new Eduard Bf 110 airplane kit I am holding, and decide to talk to me anyway. These are the guys who put on a great annual show a very long way away from Seattle. I am a fan, and I tell them that I wish I could get out to Maryland more

often to see the AMPS show. As it turns out, they are working hard to establish a West Coast Chapter of AMPS so that the rest of the US can participate in the fun. They ply me with a wad of brochures and give me a name (Jim Lewis, Second Vice President, West [guntruck@earthlink.net]) to pass on as a contact. Their goal is to find a location for the AMPS West Regional Show for the Fall of 2008. Even if you don't build 'targets', it would really be something to see this kind of show being hosted somewhere closer to us. I told them I'd travel to the Bay Area for it (if it wasn't held in Seattle), but that's about it.

Next I am off to the Dragon Expo vendor room, which turns out to be about the size of large classroom or meeting room - maybe an eighth of the size of the one at the Atlanta 2005 show. I look to the left and right and see a bewildering display of just about everything that makes little boys (and big boys) want to play army. There are a few recognizable booths (Hasegawa, Dragon, ICM) intermixed with some creepy reenactment dudes sporting real German weapons (such as a Spandau on a tripod with a full ammo magazine), GI-Joes, Gundam figures, etc., etc. Weird place.

Hasegawa comes into focus first, and proudly displays a full case of new products, or semi-new products, including the sprues and hull of the battleship *Nagato* (1/350th scale) sporting breathtaking recessed hull detail. I also spot a beautiful 1/48th Lavochkin La-5 with a highly detailed exposed engine, but it is unclear whether this is a Hasegawa product or an ICM product. The two individuals manning the Hasegawa booth do not speak English and I do not speak Japanese. No amount of hand signals or arm waving works, so I smile and move on. The Dragon booth has a full display of new armor kits and fiddly detail sets, including the new King Tiger kit in 1/35th scale that has molded-on Zimmerit (!), full PE, and a turned aluminum barrel for a show price of \$40. That one went home with me at a reduced price of \$36, three days later).

The most impressive Dragon Expo booth (in my opinion) however, is the ICM display. These guys (and a gal it turns out), who are all speaking in mysterious Slavic tongues, had a variety of offerings for sale, at great prices. ICM is working hard to compete, and have the product to back it up. If only my IPMS 'friend' back at the Registration desk could have this kind of can-do attitude. I rewarded this booth several times with my greenbacks before I left the show.

In the evening I joined my Seattle friends at a local BBQ restaurant for too much food and turned in early to burp a lot and to look over my stash. I am up again at 6 am, tail wagging, heading for Starbucks and a paper.

At 8 am I check at the Registration desk – still no information. 'Come back later', I am told. At least this guy has an OC IPMS shirt on, but no (We-Don't-Need-No-Stinking) badge. I learn from another attendee that the club has lost the database of pre-registered attendees. I shake my head and mentally tally the lost revenue as I watch the un-washed masses moving in and out of the display and vendor rooms.

This day, however, belongs to seminars. I squint while I try to read the seminar document I have printed from the Orange County IPMS website. For some purely sadistic reason, their programmer chose to use a totally 'effected' Outer-Limits type font for everything on the website. I would continue to struggle with this over the next three days, although in hindsight, subsequent gaffs would dwarf this rather minor irritation.

My first stop is to see Alan Warner talk about model photography. I don't know why I keep going to these types of sessions. I'm too cheap to buy the right equipment and too impatient to carry around a tripod. But I'm told the key to model photography is a high F-stop, lots of indirect lighting, a tripod, a hand-clicker, and to focus 'just in front of the middle' of the subject. There, you have the wisdom

of 45 minutes of a professional's time boiled down to 17 words. Having only my \$200 Olympus with me, I proceed to take 500 or so pictures over the next three days without using any of his good suggestions. I feel awful.

Next I watch a neat little session by Bill Powers on creating jigs, or as I have been corrected several times by my peers, fixtures. The key idea I pulled out of this session was to get a hold of a large piece of plywood, carefully draw several lines on it similar to an empty tic-tac-toe game, take out my trusty Machinists' 'L' Square, and use the two to line up aircraft stabilizers and wings of any size by simply adjusting the board, the square, and my model to find a useful reference point.

A few minutes later I am up front watching Cyrus Tan demonstrate how he scribes panel lines with a chucked sewing needle, templates, a really cool set of curved metal pieces which I am told are available at 'hobby shops' (although I've never seen them before), and that tape with the sticky backing used for making labels. The neat idea I took from the meeting was to cut shapes out of the actual label tape to match what you need to do. I've always thought about the tape in terms of making guides for simple, straight lines. Cyrus found a compound curve on an F-100 Super Sabre near the tail, selected the closest curved metal piece that matched it. Traced the metal curve onto the label tape, cut out the shape, and then 'stuck it to the Hun'. A few seconds later, Presto! - He had a nice panel line where none existed before.

After a drink of water, I sat down in front for a demo on Painting and Finishing Aircraft by Dan Clover. This session focused on accenting panel lines and dry brushing. Some tips that were new (to me at least): Dan never uses Blacks or Whites, but rather he uses Grays to lighten or darken a wash. He uses Van Dyke Brown on Blue and Gray background colors and Raw Umber for everything else. Something about the resident Green in the Van Dyke Brown, he says, brings out the color. Go

figure. He also does a whole lot of weathering and/or detail work by airbrushing many layers of extremely thin washes (90% thinner to 10% paint). Dan also uses only oils to dry brush, which is new to me. I've always used enamels or acrylics, but the working time and forgiveness of oils looks like a better idea. At any rate, his touch, technique, and materials made a believer out of me with an F4U Corsair he transformed right in front of us.

After a couple of tacos and a talk with a man about a Wallaby, I attended another session on weathering and painting models, this one by a young whippersnapper named Daniel PerezVertti. This guy won the TamiyaCon and went to Japan in the 1/48th scale Modern Jet category. He brought a half dozen completed models with him, and a whole lot of equipment. Now this guy was the antithesis of Dan Clover's technique. In about 13 minutes, he pre-shaded an F-16, sprayed on the base coat, and then used this amazing stuff called The Detailer [<http://thedetailer.net>] to wash the panel lines. It's not paint, but some kind of colored liquid that will transform the way I do panel lines from now on. He took this (just painted) F-16, slopped this stuff on with a brush, and let it dry for two or three minutes. He then wet a paper napkin and wiped the stuff off. What he then handed around the meeting room was a perfectly finished F-16 wing, as far as panel lines go at least. Every line was flawless, and I had my glasses on. Needless to say, the model was a Tamiya kit, with perfectly recessed panel lines to begin with, but... The Detailer comes in seven colors (at least) and Emil told me that Skyway Hobbies carries the most popular ones (Black, White, Brown, and Rust). Just goes to show you, fantastic results can be achieved with radically different approaches – it's all about what works best for you.

I also sat in on several other seminars chaired by Brett Green, Lynn Ritger, and Chris Bucholtz, among others. I was indoctrinated into Hyperscale, learned how judges make up their minds on armor and aircraft, how AMPS judges look at armor,

and suffered through a two hour session on the Bf 109 – nice people, but too much data.

By far the most entertaining seminar of the whole trip was put on by MSGT USMC (retired) Michael Mummy. The TOP gave a superb talk on modeling the M1A1 Abrams Tank. Even if you do not do armor, you would have enjoyed this guy's talk. He was there through both Gulf Wars, Somalia, and other deployments here and there. He's been there, and done that, and was full of entertaining anecdotes and other colorful stories. One story involved a friendly fire incident in the minutes just prior to crossing the Iraqi border during Operation Iraqi Freedom. An M1A1 was hit by a Hell Fire AT missile from a circling AH-1 Cobra. The crew bailed out without injury but the tank was 'done training', as the Master Sergeant put it. To make a short story long, an Iraqi Republican Guard Armor unit had just moved into the same area so everyone was on 100% alert. The M1A1 driver needed some night-vision equipment that had to be handed to him through his hatch. In order to do this, the main gun had to be traversed around to the six-o'clock position. The Huey, picking up the thermal image of a barrel pointed the 'wrong' way figured it was Iraqi and let loose. The tank crew, uninjured, bumped another crew out of their tank, re-christened their new mount 'Hell-Fired' and joined the battle a few hours later. The original M1A1 tank's markings and name ('Desert Eagle') are the subject of one of the decal sheets given away in the IPMS 'goody bag'.

Before going out to dinner I stopped, again, at the Registration desk. I saw a line of attendees and looked around for my heart pills – have mercy, was I going to get a badge? After waiting in line for 10 minutes my conversation with the IPMS OC dude went something like this: He: What is your IPMS number? Me: 42218. He: Did you pay \$50 for a Banquet ticket? Me: Uhhh... Yes? He: (walking over to a fat envelope of tickets), 'Chicken or Beef? Me: Uhhh...Beef? He: OK, here's your goody bag. We don't have a pin for you, we

ordered 1,000 pins for the attendees, but got 1,000 pins for the judges instead, and we are out of attendee pins. And we don't have a badge for you yet, but one will be here... 'later'. Me: Uhhh..OK.

Off to Taco Bell with my roomie, who had finally arrived. I came back to the registration desk 'later' – but no badge. However, like divine intervention, as I am standing right there, a man comes over with a hand truck loaded with heavy boxes. He proceeds to open these boxes right in front of me, and starts slapping down huge piles of brandy-new back issues of Tamiya Model Magazine. These same magazines are going for a show price of \$5 each in the vendor room. I collect one of each, about 35 in total, and walk away. Behind me a feeding frenzy commences. It turns out that the magazine give-away would continue throughout the show. I checked later and that poor vendor selling these things, and who had paid to ship them out, was still trying to unload them up to the very end.

Unlike all other Nationals I have been to, this show kept the doors to the display room open 24 hours a day. How they managed that I haven't a clue, and since I did not enter anything I had nothing to fear, but I would have been concerned otherwise. We still had no badges, and the clubs track record for organization was suspect, to say the least. I would hate to find out that my prized treasure went on permanent walkabout at 3:30 am while the 'guard' was taking a leak.

The wee hours, however, offered the photo bugs among us a rare opportunity to take pictures unhindered by crowds of lookie-loos. Consequently, I found myself staying up until 12:30 am getting in my first few hundred shots. The next morning I was up at 6 am again for my Starbucks and paper.

This day would be about the Vendor room. I wish I had good news to convey in regard to the Vendor room and the IPMS OC organization but alas, no. I got to talking to one of the smaller vendors, a local hobby shop (and I am truly sorry, I

did not write the name down.) Here is his story, in a nutshell: He was first to arrive at 6 am on Wednesday morning. He had been asking for weeks for his table assignment to no avail. Other shows provided table assignments way in advance, sometimes even months in advance. So he figured he'd show up early to work it out. The IPMS OC guy had the assignment sheet, but it was the wrong sheet. And he wouldn't get the right sheet, nor allow anyone into the vendor room until 9 am. The doors were scheduled to open to the public at noon. That would leave three hours to set up. There was a lot of hollering that went on between several of the larger vendors and this IPMS OC guy, when at around 8 am, one of the vendors just pushed by the IPMS OC guy and started setting up. This turned into a flood, and things get quickly out of control. At around 10 am, some of the smaller guys (like the gentleman I am talking to) are moved from one place where they have set up to another. One whole side of the room is nearly empty an hour before the public is coming in. As inconvenient as it was for us attendees, I really feel for those guys whose livelihood depended on a good sales opportunity like the Nationals. This vendor did not know if the Dragon vendor room encountered similar mismanagement. I hope not - those guys had real guns!

At around 10 am I do a magazine give-away check (boxes are still being unloaded every now and then), and lo and behold, my badge is in. I pick myself off the ground where I have fainted, grab my badge, and walk around like a deputy, chest puffed out. We of the clean, badged folk were still the minority, and I wanted to lord it over the unwashed as long as I could.

The remainder of the day was uneventful, except for a fiasco surrounding a very popular session called 'Advanced Armor Weathering Techniques for Dummies' by Jim Wechsler, the same guy who would pick up the Judges Award on Saturday. With a session title like that, about 45 people showed up, but a session on judging was scheduled at the same time,

and since there were only three small seminar rooms reserved for the entire OC IPMS Nationals, the judges meeting pushed everything else out into the hallway. So there I was, standing, at the end of the day on tired feet, six people back, around a guy who was sitting, demonstrating his weathering technique at a small coffee table. As luck would have it, something else finished (probably the third room), and another 20 people joined the crowd. I gave up.

At least I had a badge. My roommate had his badge too. But instead of 'Andrew', his badge said 'Andria'.

Saturday was all about photographing models, waiting for bargains, and photographing more models. I have my favorites, but I wanted to wait for the banquet to see if I was in the ballpark. At 5 pm we gathered around the banquet room buying \$6 beers, waiting for the moment to make the land-grab dash across the banquet room for a choice table within clear view of the two Moby Dick-Gigantor screens. Once we were in the room and seated, the lights dimmed and a poor quality video came up of Randy Newman singing "I Love L.A.". Except there was no sound. Take two. A few clicks in Windows, and the same lame video came up – this time with warbly sound. Clearly, this was a video recorded about 25 years ago on a cheap TV through an even cheaper VCR. And that was it.

The Audio/Visual portion of the evening was over. A few (very) short speeches were made, we ate a bad steak (I should have said 'Chicken' on Friday), and then were let out to the display room. This was the anti-climax to the entire show. At least in Atlanta we had a thing from Afghanistan, Iraq, and the 'Two Bruddas' show. Not this time. Slam Bam. We were told we would receive a list of the winners by mail. The judges were told they would be sent dinner chits (apparently there were problems there as well), and, oh, yes, we were told that the pin manufacturers would send us all shiny pins through the mail as well.

I am not a negative guy. I make lemonade from lemons. Overall the show was fun because, after all is said and done, these shows are really put on by the attendees who bring money and models, and vendors who bring stuff to sell, and modelers who bring their expertise to share, and judges who decide who wins among thousands of masterpieces. No matter how the show is organized, these people will always insure that the IPMS Nationals are the premier modeling event to be attended and treasured as a memory. My hat goes off to those IPMS OC folks who undoubtedly worked very hard to put this show on. I believe that many things could have worked out better if only the people who decide to host a Nationals event would stop trying to reinvent the wheel every year. Figure out what works and go with it. Hire professionals if you don't have them in your midst. It will be cheaper in the long run, and that much more fun for all.

Thank you Orange County IPMS for all your hard work. Despite everything, I loved the show! And even L.A.!

---



---

## NWSM Needs Help With MOF Display

by Stephen Tontoni

Here are some more types that we need, either in 1/72nd or 1/48th, for the upcoming "adversaries" display at the Seattle Museum of Flight. I think we're about halfway there right now, using only about four or five modelers. We need more help.

Email me directly at [tontoni@comcast.net](mailto:tontoni@comcast.net) if you have anything on this list. Specify what theater of operations. Thanks.

### 1/72nd and/or 1/48th

DH Mosquito  
Fokker D.XXI  
He 162  
Me 163  
Me 410  
SB2C Helldiver  
Fairey Swordfish  
Dewoitine D.520 (non-vichy markings)  
Supermarine Spitfire (early BoB would be better)  
Messerschmitt Bf 110 (early or late okay)  
Focke Wulf Fw 190 (any marking)  
Bell P-39 Aircobra (any marking)  
Curtiss P-40 Tomahawk (any hawk)  
Macchi MC.202  
Macchi MC.205  
Fairey Battle  
Grumman TBF Avenger  
Douglas TBD Devastator (war colors)  
Grumman F6F Hellcat  
Grumman F4F Wildcat (war colors, Pacific preferred)  
Yak-1  
Breda 65  
Boulton Paul Defiant  
Il-2 Sturmovik

### 1/72nd

C-47  
He 111  
Mitsubishi G4M Betty  
Ju 52  
Savoia Marchetti SM.79

And we really really really need that C-47/DC-3. It's one of the more important planes in WWII, in my opinion.

Installation of display will be September 16, but we can arrange model transfers before that.

## Virtual Modelling

by Wesley Moore

Whilst packing up a lot of old and new data for a move at work, I discovered a performance document for the IM-99B “Bomarc” surface to air missile. (The name comes from BOeing and Michigan Aero-nautical Research Center.)

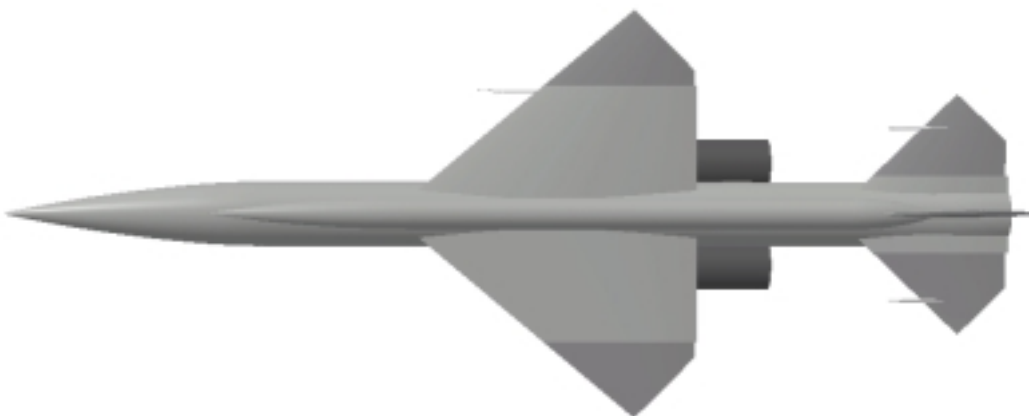
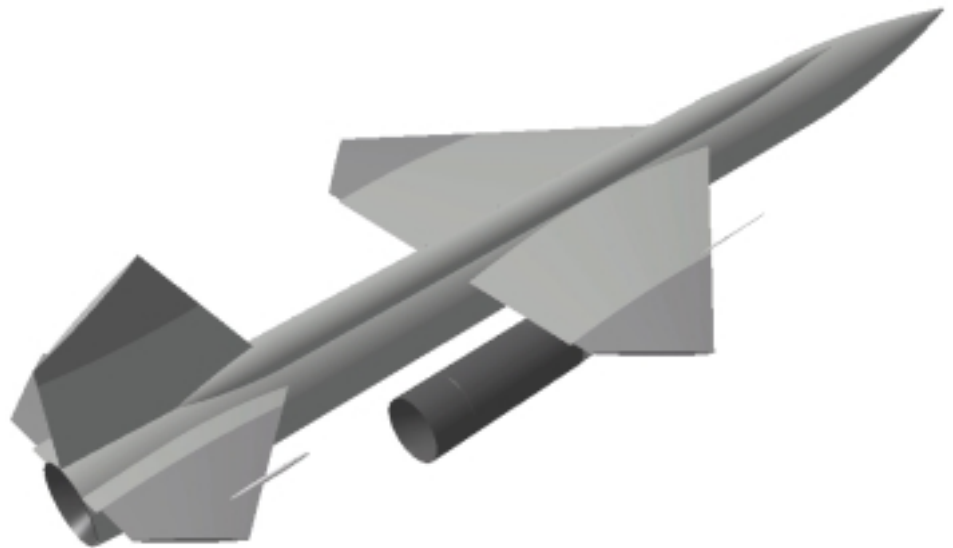
Included was a dimensioned drawing of the thing, which turns out to consist of cylinders, ogives, and wings and fins with circular arc cross sections. Piece of cake to “model” with our shiny new CAD system, which also outputs pretty decent JPG files.

So herewith are the results of my first “Virtual Modelling” project, executed during a couple of lunch hours. No plastic dust, no smelly over-spray, no X-acto wounds...

All I’m missing are the operational markings. I know they were light gray overall (I made the movable tips a darker gray for illustrative purposes), but I’m not sure if they carried “USAF” and the “star-and-bars” like the test launches did.

BTW- a Bomarc defence site was built up at Paine Field, but the missiles were never installed.

My next project may need to wait until I have a CAD system at home- a Do 217 or I-15 is a bit harder to hide amongst my actual work!





## The Books of Philip Kaplan

by Paul D. Ludwig

I really enjoyed reading Scott Kruize's article in last month's *Chapter News*. I am sure Scott knows Kaplan wrote and had published a great many books about the air war over Europe in the really big war and most if not all of his books have some information and a few photos about the dreaded Hurricane which, when the name is pronounced in America is "hurri-cane" and over there it is "hurri-cun." I'm sure Scott will forgive me for my using hurricane but I am open to change about that, although words such as "Worcestershire" lose a few letters in pronunciation over there which I find delightful even when I mispronounce them over here.

As Scott told us, Kaplan is or was an art director but as an author with a vision about the human side of the air war, he is unsurpassed. He relates with words, poems, photos, and memorabilia, stories about men at war, the places in which they served, about the machines they operated and the women they loved. We were all young once and those men and women who served in the air war were very young! Getting to know how it was, from their viewpoints, via Kaplan's writing, is enlightening and sometimes heart-breaking yet Kaplan's books are so very human and memorable. Whether he or his co-author gathered the many emotive passages and poems and bits from the classics, not to mention the great first-hand interviews, makes no difference. It is to our benefit to own and read these books and treasure the rare color photos.

Besides having Richard Collier co-author *Their Finest Hour*, which I do not have, Kaplan and others co-authored my long shelf full of his and his co-authors' great books. *The Few* (1989), *One Last Look* (1983), *Little Friends* (1991), *Round The Clock* (1993), *Bombers* (2000), *Fly Navy* (2001) and *Night & Day Bomber Offensive* (2006) deal with the air war and some titles

may have been changed. *Little Friends* which I have a copy of, may have been republished as *Fighter Pilot*. He also wrote and had published *Wolfpack*, *Convoy*, *Run Silent* and *Battleship*, *Big Wings*, and more recently, *Two-Man Air Force* about Don Gentile and John Godfrey.

As Scott told us, you may be the type of person who likes to be immersed in the nostalgia end of the great war and if you buy books by the ton as I do, and are not obsessive about a greater need for details of landing gear, engines, and markings, spending time with a book by Kaplan will present you with the war as those who lived it, saw it.

After I bought the first book I was so pleased I wrote to Philip Kaplan through his publisher and at my request he autographed a book I bought through his kindness but like many authors, he is not e-mail friendly to total strangers. One reply and out. But he asked for stories about U.S. Navy flying and I submitted a few. *Little Friends* is my favorite since it is about the fighter air war, and there are some pages devoted to the Hurricane though I prefer the Mustang but I will search for *Their Finest Hour* and add it and any more of his, to my book shelf.

Scott truly captured what Kaplan's books do; they put the reader in Piccadilly Circus or at altitude and in danger, or being surprised to find one's life continues despite being shot at, and having fun with the ladies and going all out in a pub with one's closest comrades. Kaplan shows us a photo of a ceiling in a pub; the ceiling was within reach of wartime combat crews who stood on chairs and tables to burn mementos into the ceiling using matches and/or cigarettes. The pub has not changed as of today. It is to these remnants of history's most terrible conflict that I am drawn. One can still buy a pint in that pub and re-live what has gone before, but only Philip Kaplan has brought such news!

Kaplan has also presented words from German adversaries who had parts in the thick of it and some photos of men as they were and how they now look. I love literature and Kaplan places snippets of words of the greatest authors and poets in all history in the margins of select pages so that when one reads of the struggle to fight and live, or the ending of the life of a crewman, in the main text, the reader can also read Wordsworth's or Shakespeare's view on death as seen from one of the greats who can describe life and death. Some of it is sad but it is all loving.

Like many of us enthusiasts I revere the names and the places such as Duxford and Biggin Hill, both of which I visited. I asked Kaplan to get us a book about Luftwaffe air fields but it probably will never come to pass. I think of Rechlin and Reine and St. Omer and wonder what is left of these places which, in history, were once as famous as Bovingdon where I ran a car down the runway one day. Like so many I am geared to the European air war and tend to lose sight of what happened in the Pacific, though I also ran a car up and down the runways at Tinian. History as presented by Philip Kaplan is never enough; we want him to do more!

## Huma 1/48th Scale Flettner Fl 282 Kolibri

by Hal Marshman Sr

I picked up this kit at a second hand table at Downeastcon, for 12 bucks. It looked complete, but had been started. The last part caused me some little difficulty, but that's not germane to this review. Caveat emptor!

The Flettner is one of the few kits produced by Huma in 1/48th scale. Their main claim to fame seems to be lesser known German aircraft in 1/72nd scale. (The FW Steiglitz comes to mind). The Kolibri (hummingbird) was a little known helicopter built by Flettner. Quite a few of these little whirly birds were built, some being used on submarines. The counter rotating intermeshing rotors obviated the need for a rear rotor to counter torque, a system later adopted by the Kaman choppers.

The Huma kit is cast in pale gray medium consistency styrene, fairly easy to work. The moldings are free of dimpling, flash, and release pin marks. There is a separate small sprue in a lighter color, which may be a different type plastic. This sprue contains all the fine details, and they are



some of the tiniest injection molded castings I've ever seen, I found the best way to remove them was flat on a cutting surface with a single edged razor blade, and very carefully. Careful, if you don't watch out for it, they'll take flight right into the most inaccessible area in your workshop. Into the carpet? Forget it, the monster's got it.

There is a complete seven cylinder radial engine, including the complex exhaust system. You'll have to assemble and paint this engine carefully, as the entire lower half can be easily seen, as the lower half of

the engine compartment is open, and can be viewed. The upper mechanism driving the rotors consists of several pieces, that properly assembled represent that area quite well. The rotor connections are also nicely detailed, and together with the upper mechanism can be made to look really well. I painted this business dark steel, ran black wash into all the nooks and crannies, and dry brushed gently with slightly darkened aluminum. (Testors metalizer if you please, and don't believe the bottle, they can be hand brushed.) The tiny cockpit area is a real spider web jewel, with seat, horn shaped rudder pedals, stick, search light, and delicate nose gear all fastened into the basket like framework. Add the instrument cluster, side console, different control handles, step in, pitot tube, and fuel cells into an area 1 inch by 1 inch by 3/4 inch, and you've got a well detailed, yea even crowded pilot's area. There is a back seat provided, but I elected to omit it in favor of the top cover. The landing gear is complex looking, but vying going easy, step by step, it's not hard to manage. The wheels are simple, as were the originals. The only things I added to my model were the seat belts and buckles (Ya gotta have 'em with the seat so exposed, believe me they do make a difference). I installed clear MV reflectors for the search light and the upper marker light.



The decals provide markings for two different copters. If you can find an alternate to these things, use them. These are cardboard stiff, thick, and very prone to silvering. Note, there are crosses on both the upper and lower stabilizer surfaces, with the four letter code repeated on the lower surfaces. This sheet also gives you an instrument panel, and instruments for the side consoles. The other drawback to the kit is the instruction sheet, which fails miserably to indicate clearly where many of the parts go, and how. A colored three-view profile doesn't help with location much, and many of the bits are omitted. I found myself referring to the cover painting quite a bit. Can't say much about the clear parts, there aren't any. Fit of many parts are nothing to write home to Mom about either.

I really liked the look of this tiny machine, so persevered through lost parts, two crashes to the floor, and the difficulty of handling so many miniature parts, to deliver a moderately decent product, and am quite pleased with it.

---



---

## Special Hobby 1/72<sup>nd</sup> Scale Heinkel He 100V-8

by Jim Schubert

On March 30, 1939, Ernst Heinkel's He 100V-8, flown by Hans Dieterle, officially raised the World Air Speed Record to 463.67 MPH at Oranienburg, which is about 150 feet above sea level. On April, 26, 1939 the Me 209V-1, flown by Flugkapitan Fritz Wendel pushed the record up to over 469 MPH at Augsburg, which is about 1,500 feet above sea level. FAI rules stipulate record attempts must be made at 150 feet above ground level. Heinkel was keen to make another record run from the airfield at Lechfield, which was also at 1,500 feet above sea level and with some more tweaking of the engine but was forbidden to do so by the Nazis. It did not serve Germany's propaganda purposes to have the absolute speed record held by

a plane other than the "modified production fighter", the Me 209V-1; a fiction if there ever was one. Ultimately only 12 He 100D-1s were built. They were photographed many times, always with different unit markings, to imply they were in mass production. The 12 fighters formed a point-defense unit for the factory and its airfield throughout the war.



Simply put this is a current state-of-the-art Czech injection molded kit. It is absolutely conventional in its engineering and execution. It includes two sprue-trees of injection-molded parts, a four-part resin cockpit, a small PE fret, and a small decal sheet with two sets of markings. For the successful speed record attempt the plane was unpainted. All the panel lines were filled with body putty, sanded smooth and polished. The only marking was the Heinkel name on either side of the engine cowling. For propaganda purposes the plane was painted gray overall and marked as a fighter. The markings provided are for these two applications. I will do mine in the overall gloss, medium gray with the civil registration D-IDGH that the plane wore for photographs after setting the record.

Nitpicks: The wingtips are too rounded and need to be squared up a bit by extending the wing trailing edge outboard a little to match the drawing, herewith, from the January 2006 issue of *Flugzeug Classic* magazine. I think the wheels/tires are weak in detail and will substitute wheels/tires from Hasegawa's Bf 109E. I think the landing struts are also weak in both detail and strength and will substitute the struts from the Hasegawa Bf 109E.

I've been planning a conversion of the old Lindberg He 100D-1 for at least 15 years

and now Special Hobby has dropped this pretty good little kit right in my lap. Thank you Messrs. Special Hobby. The finished model will look good parked next to my Huma Me 209V-1.

I bought my kit at Emil Minerich's Skyway Model Shop in Seattle for \$28 plus 8.9% Washington State sales tax.

### References:

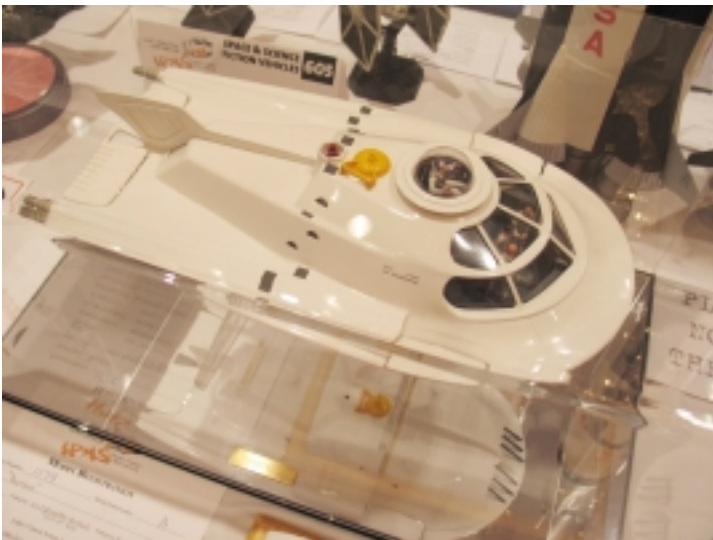
- Flugzeug Classic* magazine, January 2006.  
*Air Enthusiast* quarterly No. 38.  
*Warplanes of the Second World War – Fighters, Volume One*: William Green, Doubleday, UK, 1960.  
*Warplanes of the Third Reich*: William Green, Doubleday, UK, 1970, Library of Congress No. 88-29673.  
*Stormy Life, Memoirs of a Pioneer of the Air Age*: Ernst Heinkel, E. P. Dutton, USA, 1956, Library of Congress No. 56-8300. Originally published in German as *Sturmische Leben*; published in English in the UK as *He 100*.  
*Flying Review International*, July 1967.  
*Heinkel He 100, World Record and Propaganda Aircraft*: Hans-Peter Dabrowski, Schiffer, USA, 1991, ISBN 0-88740-345-X.  
*Heinkel He 100, 112*: R.S. Hirsch, Uwe Feist & H.J. Nowarra, Aero Pubs, USA, 1967, Library of Congress No. 67-16730.



## IPMS Nationals Photos

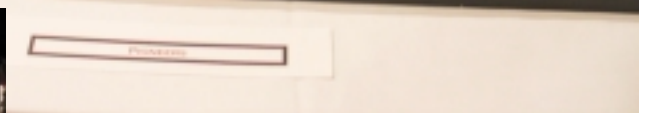
photos and captions by Terry Moore

*This page, clockwise from top right: Here's one for you, Robert, a 1/48th scale Boulton-Paul 111, scratchbuilt; Monogram 1/48th scale B-26, very nicely done. My photo does not do it justice; Monogram 1/48th scale B-58, also well done; Proteus - 1/35th scale Lunar Models. I have this kit. Now I know it can be built!; Gary Larsen lives! "65 Million years ago, when cows ruled the earth"*





*This page, top to bottom: Hobby Shop, 1970, 1/12th scale, scratch built, it won the most popular model. It was completely correct for the era, right down to the Microscale decal display on the counter!; Scratchbuilt Pioneers. 1/72nd scale. A believe a few of these have appeared in Internet Modeler. This is one of two collections he had at the show; There was a large contingent of paper models entered by a group from So Cal. **Paper Models!** Even the battleship was paper! The Cosmostrator spaceship from the movie First Spaceship on Venus caught my attention, before I knew any of these were paper models*



## McMinnville Show Preview

The Evergreen Aviation Museum Model Show and Contest 2007, presented by Oregon Historical Modelers Society and the Evergreen Aviation Museum, will take place on Saturday, September 15.

The spectacular Evergreen Aviation Museum in McMinnville, Oregon showcases more than 60 military and civilian aircraft including a SR-71 Blackbird, Titan II Missile, and the Hughes HK-1 (also known as the Spruce Goose). It will be "Air Force Day" at the museum on the day of the show so be prepared for many additional fun activities at the museum.

Model registration begins at 9 am and closes at 12 noon. The models will be displayed and judged until 4 pm at the close of the show.

There are 20 vendor tables sold and a waiting list if you would like to be a vendor.

Again this year there will be a free Make'N'Take event for younger modelers. There will be a selection of models for kids to build (with the help of older hands) and then they can take home their creation.

Every person who enters models in the contest will receive one complimentary raffle ticket. For more chances, tickets will be on sale for \$1 each, 6 tickets for \$5, or 13 tickets for \$10. Raffle drawings will be at 12 pm, 1 pm, 2 pm, 3 pm, and a Grand Prize drawing at 3:45 pm. The sponsors have several great kits ready and many more coming in everyday.

For more information by phone about the show, contact Brian Yee at 503-309-6137 or e-mail at [byee1959@gmail.com](mailto:byee1959@gmail.com)

or visit the show web site at:

<http://www.geocities.com/oregonshow/index.htm>

The Evergreen Aviation Museum is located about a one hour drive southwest of Portland. From I-5 Take Highway 99W to Highway 18 and proceed to Cumulus Ave. in McMinnville, Oregon. The Museum is across the street from the McMinnville Airport on 500 NE Captain Michael King Smith Way, McMinnville.

### Special Awards:

Michael King Smith Memorial Award: Best of Show sponsored by OHMS  
 Best of Show: Peoples' Choice sponsored by OHMS  
 The Evergreen Award: Best Rotary Wing Craft sponsored by IPMS Seattle  
 Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject sponsored by Tony Roberts  
 Pete Ball Memorial Award: Best Century Series Aircraft sponsored by OHMS  
 Pete Forrest Memorial Award: Best Artillery Piece sponsored by OHMS  
 Best Anti-Aircraft Weapon Subject sponsored by Adam Cox  
 Best Vietnam War-Allied Subject sponsored by Mike Howard  
 Best Israeli Subject sponsored by Larry Randel  
 Best NATO (Non-US) Subject sponsored by Ruud VanderSalm  
 Best Soviet WW2 Subject sponsored by Brian Yee  
 Best 40s and 50s Jet Fighter sponsored by naplak  
 Best Automotive Detail sponsored by Chris Binnett  
 Best Automotive Finish sponsored by OHMS

### Contest Rules and Notes:

IPMS/USA National Contest Judging Rules will be used.

Categories may be adjusted by the Head Judge based on number of kit entries on the day of the show.

Contestant may enter a model in IPMS Contest Classes and one OHMS Special Award Class.

Juniors may compete in Senior categories

All Judges decisions are final.

Note for Class 805 - Each Group/Club Entry will count as one kit for entry cost (even if the group build consists of multiple pieces).

Sweeps are allowed.

### 2007 Classlists:

100 - AIRCRAFT  
 101 - 1:73 and Smaller  
 102 - 1:72 Single Prop  
 103 - 1:72 Multi-Prop  
 104 - 1:48 Single Prop/Allied  
 105 - 1:48 Single Prop/Axis and other  
 106 - 1:48 Multi-Prop  
 107 - 1:32 and Larger Prop  
 108 - 1:72 Single Jet  
 109 - 1:72 Multi-Jet  
 110 - 1:48 Single Jet  
 111 - 1:48 Multi-Jet  
 112 - 1:32 and Larger Jet  
 113 - Civil, Sport, Airliners and Racing: All Scales  
 114 - Biplanes/Vintage Types/ Airships: All Scales  
 115 - Rotary Wing: All Scales  
 116 - Vacuforms/Scratch-Built/Conversions: All Scales

BEST AIRCRAFT AWARD sponsor IPMS Vancouver BC

### 200 - MILITARY VEHICLES

201 - 1:36 to 1:48 - Military Vehicles  
 202 - 1:49 and Smaller - Military Vehicles  
 203 - 1:35 and Larger Open Top AFVs, 1945 and earlier  
 204 - 1:35 and Larger - Closed Top AFV, 1945 and earlier  
 205 - 1:35 and Larger Closed Top AFVs, Post-1945  
 206 - 1:35 and Larger Open Top AFVs, Post-1945  
 207 - 1:35 and Larger - Half-Tracks and Self-Propelled Guns  
 208 - 1:35 and Larger - Armored Cars and Soft-Skinned

209 - Towed Artillery and Missiles - All Eras/All Scales  
 210 - Conversions and Scratch-Builds - all Subjects/Eras/Scales

**BEST MILITARY VEHICLES AWARD**  
 sponsor OHMS

300 - AUTOMOTIVE

301 - Competition-Closed Wheel  
 302 - Competition-Open Wheel  
 303 - Competition-Drag Racers  
 304 - Showroom Stock, Box Stock Cars  
 305 - Street Machines, Custom Cars and Hot Rods  
 306 - Pick-Up Trucks, SUV  
 307 - Commercial Trucks  
 308 - Motorcycles  
 309 - Curbsides  
 310 - Scratchbuilt-All Scales

**BEST AUTOMOTIVE AWARD** sponsor  
 OHMS

400-SHIP AND SAILING VESSEL

401 - Ships-All scales, motorized and non-motorized  
 402 - Submarines-All scales

**BEST SHIP AWARD** sponsor OHMS

500-SPACE FACT/SCI-FI/FANTASY

501 - Space Fact  
 502 - Space /Sci-Fi Fantasy

**BEST SPACE FACT/SCI-FI/FANTASY**  
 sponsor Chris Binnett

600 - FIGURE

601 - Figures, Smaller than 54mm  
 602 - Figures, 54mm, 1/32 and 1/35  
 603 - Figures, Larger than 54mm  
 604 - Figures, Mounted  
 605 - Dinosaurs

**BEST FIGURE AWARD** sponsor OHMS

700 - DIORAMA

701 - Aircraft  
 702 - Armor/Military-Less than 5 figures  
 703 - Armor/Military-5 or more figures  
 704 - Automotive  
 705 - Ship/Maritime  
 706 - Space Fact/Sci-Fi/Fantasy  
 707 - Diorama-Miscellaneous

**BEST DIORAMA AWARD** sponsor  
 OHMS

800 - OTHER

801 - Flight of Fancy  
 802 - Collections - Five or More Related Models  
 803 - Humorous  
 804 - Miscellaneous - Anything Not Covered Above  
 805 - Group/Club Entries (each entry will count as one kit for entry cost)

900 - JUNIOR-(Under 18) (All Scales)

901 - Aircraft  
 902 - Armor  
 903 - Automotive  
 904 - Ships  
 905 - Space Fact/Sci-Fi/Fantasy  
 906 - Figures  
 907 - Diorama

**BEST JUNIOR Ages 11-17 AWARD**  
 sponsor OHMS

EXHIBITION/DISPLAY

All Subjects/All Scales (Not Judged)

## More Upcoming Model Shows and Events

**Saturday, October 6**

**IPMS Vancouver 37<sup>th</sup> Annual Fall Model Show and Swap Meet**

9 AM - 4:30 PM

Bonsor Recreation Complex  
 6550 Bonsor, Burnaby, BC, Canada

Web page: <http://members.tripod.com/~ipms/fallshow.htm>

Contact: Warwick Wright (604-274-5513) or e-mail at [jawright@telus.net](mailto:jawright@telus.net)

Full info will be given in next month's newsletter.

**Friday and Saturday, October 12-13**  
**Sci-Fan: The Northwest's Premier Science Fiction Fantasy Modeling Event.**  
 Galaxy Hobby, 196th & Highway 99, Lynnwood, WA. Phone: 425-670-0454. E-mail: [info@galaxyhobby.com](mailto:info@galaxyhobby.com) Web site: <http://www.galaxyhobby.com/scifan.htm>

Schedule: Friday, 12 noon - 7 PM Contest Entry & Display. Saturday, 10 AM - 12 noon, Contest Entry & Display; 1:30 - 2:30 PM, Closed For Judging; 4 PM, Awards and Door Prizes.

Categories:

Movie/T.V. Spacecraft  
 Real Spacecraft  
 Other Spacecraft  
 Ground Vehicles  
 Other Sci-Fi  
 Display Only (Free Entry)  
 Diorama  
 1:1 Scale  
 Movie/T.V. Robot  
 Japan Anime Robot  
 Other Robot  
 Japan Anime Figure  
 Human Figure  
 Animal/Monster Figure  
 Movie/T.V. Figure

Entry Fee: \$5 for up to five models; \$1 for each additional model.

# 68,000 Unbuilt Plastic Model Kits Stashed\* in Seattle Area!

by Jim Schubert

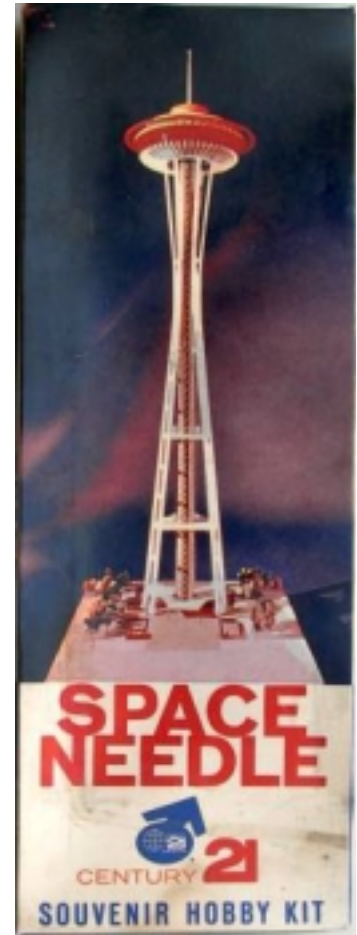
I have, finally, completed my informal survey to determine the number of unbuilt kits in our local modelers' stashes. I had 79 respondents. They admit to a grand total of almost 53,000 kits awaiting building. We should live so long! To protect the guilty, I'm using no names. FYI, the largest stashes are over 3,500, two of 'em, and the smallest is two. I know for a certainty that about 40 of the local IPMS/NWSM members did not respond to my repeated pleas for input. To get some idea of what might still be lurking out there, unreported, I threw out all the modelers with 2,000 or more and averaged the remaining numbers and it is incredibly high at about 18,000 kits. Rounding that down, in an attempt to be reasonable, to 15,000 and then adding that to the 53,000 gives a likely total stash in the hands of modelers who belong to IPMS or NWSM in this area of about 68,000! Wow! Who would have thought

the number would be that high? An interesting aside - every respondent who gave me an estimate without counting his collection, who later - having had his curiosity piqued - actually counted it, was under on his initial estimate by at least 50% and several by 100% and more.

If any of you expert mathematicians/logicians find fault with my logic and/or method; I'd really like to hear from you.

\*Stash = combination of Store + Cache; American slang.

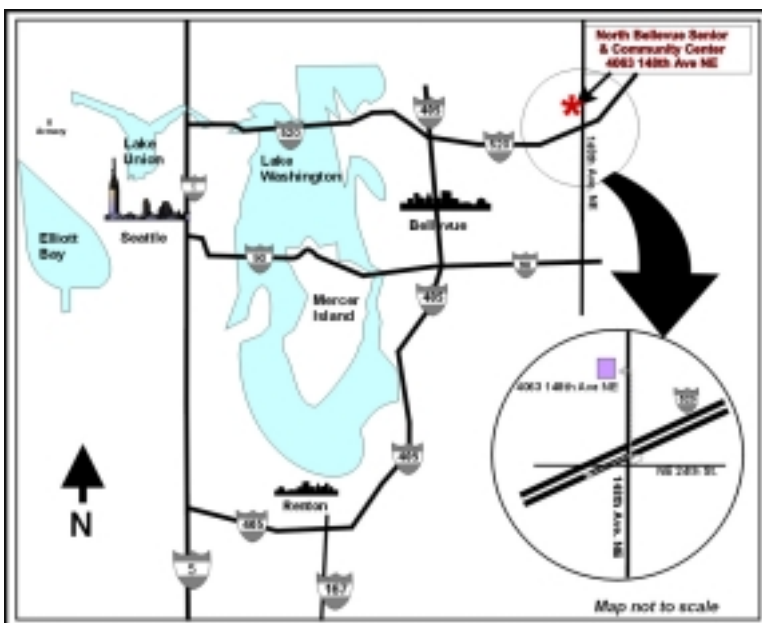
PS: Now let's see...My stash is 442, not counting figure kits and model railroad kits. I'm 74. I build between two and three models per year so I have to live another 147 years; provided I buy no more kits, which is not bloody likely. Well I'm in pretty good health and the science of medicine is advancing by leaps and bounds so I have a chance. On the other hand - maybe I should have another big kit sale. Move over Methuselah!



Yes, but how many of you have this one? I don't! - ED

## Meeting Reminder

# September 8 10 AM - 1 PM



**North Bellevue Community/Senior Center  
4063-148th Ave NE, Bellevue**

**Directions:** From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.