

# Seattle Chapter News



Seattle Chapter IPMS/USA  
May 2009

## PREZNOTES



Another very successful Spring Show is in the bag. This year there were 724 models entered in the contest and over 800 counting display models, collections, and so on. The count is up over 100 models at the show from last year. We had a good walk-in attendance, the raffle did really well this year, and the vendors I talked to seemed to be really happy with their sales. This year we offered seminars for the first time and I think they came off really well. Our plans at this point in time is to continue with them in the future and perhaps expand them even more. Tracy, Jon, Spencer, Jill, Robert, Eric, Marilyn, Norm, Mike, Charlie, Danny, the tunnel king, Colin, the forger, and Henley, the scrounger kept things running smoothly as always. Also, all of you that volunteered your time and efforts at registration, hosting, the raffle, and judging to make our Spring Show one of the best shows on the west coast, we thank you.

One new aspect of the Spring Show, the seminars, were quite successful, and we're planning to present some or all of them at forthcoming meetings, for those that may have missed them the first time around.

I have finally got the IPMS Seattle shirt order under control. I'll have a new sign-up sheet, pricing, and styles at the next meeting. I found a source that had very reasonable pricing for the most part and we'll be using Jon Farrelly's redesign of our logo. There will be four styles to choose from: Hanes regular or long sleeve T-shirts; a hoodie; and a partial zipper front sweat. I didn't request information on polo shirts as I thought those a bit pricey with a minimum order required. There is a price break on any order over 24 shirts and we'll be charging members just the cost of the shirts. The minor setup charge will be absorbed by the treasury. We're going to

stay with our IPMS Seattle dark green and our logo will either be white or yellow.

That's it (for now),

We'll see you at the meeting,

*Terry*



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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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, 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 2009 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.

**May 9**

**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)

## 2009 IPMS Seattle Spring Show Winners

Note: unfortunately, one or two winner's names were not recorded properly. My apologies to those modelers, and I'd be happy to print any corrections in the next issue.

<u>Place</u>	<u>Model</u>	<u>Modeler</u>			
<b>001 Junior-Aircraft</b>					
1st	F/A-18	Ethan Wong	<b>103a Aircraft-1/48th Single Prop-German</b>	1st	Bf 109E-7 Dave Sherrill
2nd	F-104	Nolan Gaffney		2nd	Ta 152 Chris Cowx
3rd	Fw 190A-8	Nolan Gaffney		3rd	Bf 109 Mike Medrano
HM	F6F Hellcat	Thomas Wadsworth		HM	Fw 190A-5 Bob Windus
HM	Fw 190D-9	Thomas Wadsworth			
<b>002 Junior-Armor</b>					
1st	Sherman	Chris Fornes	<b>103a Aircraft-1/48th Single Prop-Other Axis</b>	1st	Ki-84 Hayate Dave Sherrill
2nd	SdKfz. 234/2 Puma	Chris Fornes		2nd	A6M2-N Rufe Thom Morton
3rd	A-34 Mk I Comet	Chris Fornes		3rd	Macchi C.202 Derek Hanson
HM	Panther Tank	Chris Fornes		HM	Ki-100 Rich Hoard
HM	Humbler Mk. II	Chris Fornes		HM	J2M Jake ??
HM	Krupp Protz Kfz. 69	Chris Fornes		OoB	A6M2 Mike Masters
<b>003 Junior-Auto</b>					
No entries					
<b>004 Junior-Space Fact/ Future Tech.</b>					
No entries					
<b>005 Junior- Prefinished</b>					
No entries					
<b>006 Junior-Miscellaneous</b>					
1st	Outhouse Hot Rod	James McCowen	<b>103b Aircraft-1/48th Single Prop-British</b>	1st	Hawker Typhoon Bob Windus
2nd	War Hammer Figure	James McCowen		2nd	Fairey Firefly Bob Windus
3rd	Gundam Hyrios	Ben Heinbaugh		3rd	RCAF Spit Mk. XIV Ricky Wong
HM	Gundam Wing	James McCowen		HM	Spitfire Mk. IX Dave Sherrill
HM	Star Destroyer	Kevin Minga		HM	Spitfire Mk. Vb Ricky Wong
HM	Lego Tacomobile	Jacob Forker		OoB	Spitfire Mk. IX Mike Millette
HM	Darth Monkey Lego	William Birkbeck			
<b>101 Aircraft-1/73rd &amp; Smaller</b>					
1st	A6M Zero	Glenn Ryder	<b>103b Aircraft-1/48th Single Prop-Allied</b>	1st	PZL Karas Bob Windus
2nd	PBY-4	John Lee		2nd	Polikarpov I-16 Bob Windus
3rd	A-6E	David Hempel		3rd	MS. 406 George Bacon
HM	Challenger	David Hempel		HM	La-7 James Mustarde
OoB	A6M Zero	Glenn Ryder		HM	Ju 87 Stuka Djordje Nikolic
				HM	P-47 Razorback Allen Gates
				OoB	F4U Corsair Rick Chin
<b>102 Aircraft-1/72nd Single Prop</b>					
1st	P-47D	Terry Schuler	<b>104 Aircraft-1/72nd Multi Prop</b>	1st	B-26B Terry Schuler
2nd	F2A-1 Buffalo	Dave Hansen		2nd	He 177A-5 Jay Mullins
3rd	Dewoitine 500	Mike Masters		3rd	He 177 Rick Chin
HM	Blackburn Skua	Michael Morrow		HM	P-3C Orion Brian Medina
OoB	P-47D	Terry Schuler		OoB	B-26B Terry Schuler
			<b>105 Aircraft-1/48th Multi Prop</b>	1st	He 219 A-7 Dave Sherrill
				2nd	JIN1-S Gekko Joseph Brown
				3rd	Me 110E Bob Windus
				HM	RCAF B-25 Mk. II Wayne Hui
				HM	JIN1-SA Gekko Mike Masters
				HM	Hs 129 Allen Gates
				HM	Hs 129B-1 Dave Piehl
				OoB	Hs 129B-3 Terry Schuler
			<b>106a Aircraft-1/32nd &amp; Larger-Prop, Axis</b>	1st	Fw 190A-5 William Riepl
				2nd	Ki-61 Tony Brian Willet
				3rd	Bf 109G-6 William Lawler
				HM	Bf 109K-4 Brian Willett
				HM	Fw 190D-9 Bill Chin
				OoB	Bf 109G-14 Mike Masters

<b>106b</b>	<b>Aircraft-1/32nd &amp; Larger-Prop, Allied</b>		HM	Eastern DC-3	Daniel Carey
1st	P-39D Airacobra	Chris Morris	HM	Junkers G-38	John Lee
2nd	Spitfire Mk. IX	Rory Pennington	OoB	Boeing 737-400	Glenn Ryder
3rd	P-47D-25RE	Rich Hoard			
HM	P-47D Razorback	James Mustarde	<b>114</b>	<b>Aircraft-Rotary Winged Vehicles</b>	
HM	P-40E	Doug Kraegenbrink	1st	CH-46E Sea Knight	Will Riepl
OoB	P-47D-25RE	Rich Hoard	2nd	Cierva C.30	Mike Masters
			3rd	Hind D	Rory Pennington
<b>107</b>	<b>Aircraft-1/72nd Single Jet</b>		HM	Mil Mi-24V Hind E	Alan Edwards
1st	F-100D	Brian Birk	OoB	Cierva C.30	Mike Masters
2nd	F-105G	Brian Birk			
3rd	Me 163B-V14	Jim Schubert	<b>115</b>	<b>Aircraft-Biplanes, Vintage</b>	
OoB	F-100D	Brian Birk	1st	Albatros D. Va	John Frazier
			2nd	Albatros D. V	Mike Medrano
<b>108</b>	<b>Aircraft-1/48th Single Jet</b>		3rd	Avia B-534 IV	Wolf Buddee
1st	Canadair Sabre Mk. 6	William Lawler	HM	Bristol F.2B	Eric Hagedorn
2nd	A-4 Skyhawk	Daniel Carey	HM	Albatros D.III	Ken Murphy
3rd	MiG	Terry Moore	HM	Fokker D.VII	Wolf Buddee
HM	Sabre Mk.5	Brian Birk	HM	Morane-Saulnier N	George Bacon
HM	MiG-15	Joseph Brown	HM	Junkers D.I	Ken Murphy
HM	Saab Draken	Brian Birk	OoB	Albatros D. V	Mike Medrano
OoB	A-4 Skyhawk	Daniel Carey			
<b>109</b>	<b>Aircraft-1/72nd Multi Jet</b>		<b>116</b>	<b>Air Scratchbuilt/vac/conversions</b>	
1st	F-18 Hornet	Daniel Carey	1st	Albatros D.III	Harry Avis
2nd	Tornado GR.4	Bryan Wadsworth	2nd	Piper He-1	Terry Davis
3rd	EA-6B Prowler	Bryan Wadsworth	3rd	Fairchild 71	Eric Hagedorn
HM	F-4E Phantom	Russ Field			
<b>110</b>	<b>Aircraft-1/48th Multi Jet</b>		<b>201a</b>	<b>Armor-1/35th&lt;Closed Top to '45-Axis</b>	
1st	F-15D Aggressor	Rick Chin	1st	Stug F/8	Jonathan Lange
2nd	MiG-29	Brian Birk	2nd	Pnz. 1A	Mark Ford
3rd	F-14D	Dave Hempel	3rd	Tiger	Fernando Cuenca
HM	MiG-29A	Ira Shelton	HM	Pnz. III	Edmund Schnabel
HM	Me 262A-1A	Don Schwendiman	HM	Pnz. IV	Bruce McKinney
OoB	MiG-29	Brian Birk	OoB	Pnz. 38(t)	Ross Hillman
<b>111</b>	<b>Aircraft-1/32nd &amp; Larger- Jet</b>		<b>201b</b>	<b>Armor-1/35th&lt;Closed Top to '45-Allied</b>	
1st	Canadair Sabre	William Lawler	1st	Mk. IV Male	Peter Hickey
2nd	Su-27	Miles Hart	2nd	Churchill Mk. III	Jonathan Lange
3rd	Me 262	Will Riepl	3rd	Churchill Mk. III	Rick Lawler
HM	F9F-5 Panther	Rory Pennington	HM	M4A3 Sherman	Randy Colvin
OoB	F9F-5 Panther	Rory Pennington	HM	KV-1	Ira Shelton
			HM	KV-1	Chmielewski
<b>112</b>	<b>Aircraft-Civil, Racing</b>		HM	Stuart M3A1	Harry Avis
1st	Schonfeldt Firecracker	Michael Morrow	HM	Canadian Staghound	Rick Lawler
2nd	Fokker Sk-3	Tim Nelson	OoB	M4A3 Sherman	Mark Aldrich
3rd	Zlin XII	Djordje Nikolic			
HM	F2G Super Corsair	George Tufnail	<b>202</b>	<b>Armor-1/35th&lt;Closed Top after '45</b>	
HM	Stinson Reliant SR-9	Terry Davis	1st	M-50 Sherman	Greg Buechler
OoB	Zlin XII	Djordje Nikolic	2nd	Canadian M-579	Peter Hickey
			3rd	Firefly	Greg Buechler
<b>113</b>	<b>Aircraft-Airliners</b>		HM	Egyptian Firefly	Mark Aldrich
1st	Alaska Air Cargo	Tim Bradley	HM	Stryker	Randy Colvin
2nd	Supermarine Stranraer	Tim Nelson	OoB	BTR-70	Rick Chin
3rd	Boeing 737-400	Glenn Ryder			

<b>203</b>	<b>Armor-1/35th&lt;Open Top</b>		HM	German Grenadier	Mike Reiff
1st	Flakpanzer 38	Randy Colvin	HM	Fallschirmjäger	Jonathan Lange
2nd	Priest	George Stray			
3rd	M-10 Early	Johnathan Statson			
HM	Marder III	Joseph Matich	<b>304</b>	<b>Figures-Sci-Fi, All</b>	
OoB	M-12	Eric Christianson	1st	Kid Colt, Outlaw	Steve Hilby
<b>204a</b>	<b>Armor-1/36th &amp; Smaller, All Types</b>		2nd	Imperial Guard Cmdr.	Mark Chilenski
1st	Dragon Wagon	Andrew Birkbeck	3rd	OEP 19 Bottle Rocket	Chris Binnett
2nd	Centurion Mk. 5	Jay Mullins	HM	JFOR RX-79 Gundam	Fernando Cuenca
3rd	T-72M	Jay Mullins	HM	The Bride	Steve Hilby
HM	Porsche P245-010	Will Perry	<b>401</b>	<b>Ships-Powered 1/700th &amp; smaller</b>	
OoB	Dragon Wagon	Andrew Birkbeck	1st	USS Lexington	Gordon Bjorklund
<b>204b</b>	<b>Armor-1/48th, All Types</b>		2nd	USS Enterprise	Gordon Bjorklund
1st	Jagdpanther	Steven Sato	3rd	USS Enterprise	Gordon Bjorklund
2nd	TX40 Fuel Truck	Andrew Birkbeck	<b>402</b>	<b>Ships-Powered 1/699th to 1/350th</b>	
3rd	Tiger I Late	Jonathan Lange	1st	USS Washington	Roger Torgeson
HM	AB41	Andrew Birkbeck	2nd	USS Duluth	Roger Torgeson
OoB	TX40 Fuel Truck	Andrew Birkbeck	3rd	USS Navarro	Rick Heinbaugh
<b>205</b>	<b>Armor-Soft-skinned</b>		HM	HMS Hood	George Tufnail
1st	1.5-ton Big Shot	Johnathan Statson	<b>403</b>	<b>Ships-Powered 1/349th &amp; larger</b>	
2nd	Sahariana	George Stray	1st	Barchino	George Stray
3rd	Jeep Ambulance	George Stray	2nd	ROCS Chungking	Doug Hallet
HM	15-ton Recovery Half.	Johnathan Statson	3rd	CSS Atlanta	Joe Boyd
<b>206</b>	<b>Armor-Towed Artillery &amp; Missile</b>		<b>404</b>	<b>Ships-Unpowered</b>	
1st	M4 High Speed Tractor	George Stray		No entries	
2nd	SFH 18 Howitzer	Randy Colvin	<b>405a</b>	<b>Ships-Submarines, 1/73rd &amp; smaller</b>	
3rd	SA-2 Guidline	Alan Edwards	1st	Kilo Class Sub	Bill Speece
HM	5cm Pak 38	Shawn Gehling	2nd	HMAS Collins	Doug Hallet
OoB	SFH 18 Howitzer	Randy Colvin	3rd	HMS Oberon	Doug Hallet
<b>207</b>	<b>Armor-Conversions &amp; Scratchbuilt</b>		<b>405b</b>	<b>Ship-Submarines, 1/72nd &amp; larger</b>	
1st	M-113 ARV	Peter Hickey	1st	Italian 2-man Sub	Wes Parker
2nd	Stug IV	Rick Lawler	2nd	U-2321 U-Boot	Bruce McKinney
3rd	Land Rover	Shawn Gehling	3rd	Type VIIC U-Boot	Doug Kraegenbrink
<b>301</b>	<b>Figure-Less than 54mm</b>		OoB	SLC 200 Maile	Carl Kietzke
1st	Female Fighter	Arthur Romero	<b>501</b>	<b>Auto-Factory Stock</b>	
2nd	Bedlam's Bard	Arthur Romero	1st	G7 Corvette Roadster	Paul Steadman
3rd	Sorcerous Casting	Arthur Romero	2nd	Porsche Carrera	Paul Steadman
HM	Through the Gap	George Haase	3rd	68 Vette	Paul Steadman
<b>302</b>	<b>Figures-54mm &amp; 1/35th</b>		HM	VW "New" Beetle	Mike Millette
1st	French Guardsman	George Hasse	HM	64 Chevy Impala	Gary Dycke
2nd	Knight	George Hasse	OoB	206 GT-H	Everett Quam
3rd	Confederate Sailor	Joe Boyd	<b>502</b>	<b>Auto-Hot Rods</b>	
HM	Sasquatch	George Haase	1st	Lindberg ¾-ton Pickup	Dave Nelson
HM	95th Rifles	George Haase	2nd	29 Model A Rat Rod	Dave Nelson
<b>303</b>	<b>Figures-Larger than 54mm</b>		3rd	59 El Camino	Dave Nelson
1st	MacBeth	Peter Hickey			
2nd	SSG 82nd ABN	Randy Colvin			
3rd	Hitler Bids Farewell	David Lare			

<b>503</b>	<b>Auto-Custom</b>		<b>603</b>	<b>Science Fiction-Vehicles</b>	
1st	40 Dodge Tudor	Joe Spitzer	1st	GB-3M Vass	Chris Binnett
2nd	67 Chevy Impala	Dave Lawniczak	2nd	CO5-Selena	Mark Sleppy
3rd	50 Ford Convertible	Everett Quam	3rd	VF-15 Valkyrie	Fenando Cuenca
HM	55 Chevy	Joe Spitzer	HM	Auburn Aircar	Steve Hilby
OoB	49 Mercury	Everett Quam	OoB	X-Wing Fighter	Jeni Saulino
<b>504</b>	<b>Auto-Pick-ups</b>		<b>701</b>	<b>Diorama-Aircraft</b>	
1st	37 Ford Pickup	Dale Schmidt	1st	Thatcher's Triumph	Ricky Wong
2nd	53 Ford Pickup	Dale Schmidt	2nd	Waiting for the Horses	Terry Moore
			3rd	TBM-3	Curt Waffle
<b>505a</b>	<b>Auto-Trucks, Rescue -Tractor/trlr.</b>		<b>702</b>	<b>Diorama-Auto</b>	
1st	60 Kenworth	Harry Avis	1st	Lunch Time	Les Knerr
2nd	70 Mack	Tom Krajicek	2nd	Roadside Relics	Dale Schmidt
3rd	26 Mack	Tom Krajicek	3rd	Speed Trap	Dale Schmidt
HM	Auto Transporter	Jerry Lum	HM	Mini	Robert Otero
<b>505b</b>	<b>Commercial, Non-tractor</b>		<b>703</b>	<b>Diorama-Armor</b>	
1st	84 Autocar Tanker	Tom Krajicek	1st	Cat Pushing Panzer	Rick Lawler
2nd	Tow Truck	Dale Schmidt	2nd	Panther A Early	John Lange
3rd	Skyline GTR Patrol	Everett Quam	3rd	Panther A Das Reich	Les Knerr
HM	Brockway Snow Plow	Bill Ayer	HM	HMs given for 12 models.	No info listed
OoB	Skyline GTR Patrol	Everett Quam			
<b>506</b>	<b>Competition - Closed Wheel</b>		<b>704</b>	<b>Diorama-Sci-Fi, Space Fact</b>	
1st	G7 Camaro	Joe Spitzer	1st	Aluminum Arrow	Chris Binnett
2nd	McLaren M6A	Paul Steadman	2nd	Vickers Gomphothere	Steve Hilby
3rd	McLaren M8D	Paul Steadman	3rd	In Search of...	Terry Moore
HM	Porsche 917	Herman Schmidt			
<b>507</b>	<b>Competition - Open Wheel</b>		<b>705</b>	<b>Diorama-Naval</b>	
1st	35 Chevy Modified	Wes Parker		No entries	
2nd	Ferrari 2007	Herman Schmidt	<b>706</b>	<b>Diorama-More than Five Figures</b>	
3rd	Williams FW14B	Bruce McKinney	1st	Winner & Loser	Ricky Wong
OoB	Williams FW14B	Bruce McKinney	2nd	Radio Team	Allen Gates
			3rd	Waterloo	Mike Cramer
<b>508</b>	<b>Large Scale Autos/Trucks</b>		HM	Behind the Front	Joseph Matich
1st	Flatbed Trailer	Jim Gordon	HM	The Barn	George Hasse
2nd	Knight Hauler w/Trailer	Jim Gordon			
<b>509</b>	<b>Motorcycles</b>		<b>801</b>	<b>Collections</b>	
1st	Occ. Sty.	Eyner Tirado	1st	Hurricanes	John Lee
2nd	LCR Honda	Anthony Spancec	2nd	Eggplanes	John Lee
3rd	YZR500	Anthony Spancec	3rd	Red Army Tanks	Shawn Gehling
<b>601</b>	<b>Space Fact</b>		<b>802</b>	<b>Flights of Fancy</b>	
1st	X-23 Prime	Tim Nelson	1st	E-100 Panzer	Anthony Troh
2nd	Liberty Bell 7	Terry Moore	2nd	1949 Schneider Cup	Michael Morrow
3rd	Satellite	Don Conrad	3rd	Grumman F5F	Scott Kruize
OoB	Liberty Bell 7	Terry Moore	<b>803</b>	<b>Animals/Dinos</b>	
<b>602</b>	<b>Aerospace test/record breakers</b>		1st	Bottlenose Dolphin	Beau Moran
1st	Parasev-1	Doug Girling	<b>804</b>	<b>Group Builds</b>	
2nd	NASA MZ-F1	Tim Nelson		No entries	
3rd	NASA HL-10	Tim Nelson			

<b>805</b>	<b>Miscellaneous</b>		<b>807</b>	<b>Jet build, Best Story</b>	
1st	Spanaway Speedway	Wes Parker	Pogo, Viet Nam		Terry Moore
2nd	F9FS Panther	Bill Speece			
3rd	Hemi Engine	Daniel Cornutt	<b>807</b>	<b>Jet-build, Best Camo</b>	
			Pogo, Luftwaffe		Mike Millette
<b>806</b>	<b>Mentored Models</b>		<b>807</b>	<b>Jet-Build, Wildest Scheme</b>	
1st	Imperial Winter ATAT	Bryan & Peter Hickey	Turbo-Powered Hilo		Doug Girling
<b>807</b>	<b>Jet-build, Large scale</b>		<b>807</b>	<b>Jet-Build, Best Design</b>	
1st	Danish Pogo	Charlie Sorensen	Interceptor		Scott Kruize
2nd	Pogo	Mike Millette			
3rd	Me 109 Turbo-prop	Mike Millette	<b>807</b>	<b>Jet-build, Top Gun, Best over-all</b>	
<b>807</b>	<b>Jet-build, Small scale</b>		Danish Pogo		Charlie Sorensen
1st	F-16 Big-wing	Mike Millette			
2nd	CF-23	Brian Birk			
3rd	AH Hellhound	Fernando Cuenca			

## Special Award Winners

<u>Award Title (Sponsor)</u>	<u>Winner</u>	<u>Model</u>		
Best Finish (IPMS Seattle)	Chris Binnett	Bottle Rocket		
Best Canadian (IPMS Vancouver)	Peter Hickey	M579A1 Fitter		
Best Submarine (OHMS)	Bruce McKinney	U2321 Type 23		
Best Bare Metal Finish (IPMS/Tacoma Green Dragons Les Sundt Memorial Chapter)			Wayne Hui	RCAF B-25 Mk.II Mitchell
Best British/Commonwealth (Robert Allen, Andrew Birkbeck, and Marilyn L Laird)			Peter Hickey	MacBeth
Best Civilian Auto/Motorcycle (Jon Fincher)		Paul Stedman '66 Corvette		
Best What If? (Jon Carr Farrelly)	Chris Binnett	Alumalloy Arrow		
Best Fire/Life Safety Vehicle (Seaside Fire Service)		Dale Schmitt '41 Chevy Tow Truck		
Best U.S. Military Aircraft (Norm Filer)	Rory Pennington	F9F-5 Panther		
Best Small Air Forces (Stephen Tontoni and Will Perry)		Bob Windus PZL P.23 Karos		
Best 1/32nd Scale Aircraft (Shawn McEvoy)	Chris Morris	P-39D Airacobra		
Best Pacific Theater (Tracy White)	Roger Torgeson	USS Washington		
Best Street Rod/Custom (IPMS/PSAMA)	Dave Nelson	'34 Pickup		
Best WWII Artillery (George Stray and Dale Moes)	George Bacon	7.75mm Hortch Howitzer		
Double Take Award (Eric Christianson)	Chris Binnett	Black Boat		
Best French (Djordje Nikolic and Jacob Russell)		Mark Ford Char B1 Bis		
Best German (Mike Millette and Gary Webster)		Will Reipl Fw190A4		
Best Italian (Doug Girling and Mike Medrano)		George Stray Sahariana		
Best Airliner (IPMS Yakima)	Tim Nelson	Supermarine Stranraer		
Prettiest Airplane (Taryn Nikolic)	Terry Davis	Stinson Reliant SR-9		
Powderpuff Award (Marilynn Laird and Jill Moore)		Tracy Saulino T-34		
Best Junior	James McCowan	Outhouse Hot Rod		
Best Aircraft	John Frazier	Albatros D. Va		
Best Military Vehicle/Weapons	Jonathan Lange	Stug F/8		
Best Figure	Peter Hickey	MacBeth		
Best Ship	Roger Torgeson	USS Washington		
Best Automotive	Paul Stedman	'68 Corvette		
Best Space Fact/Experimental/Sci-Fi	Doug Girling	Parasev-1		
Best Diorama/Vignette	Rick Lawler	Caterpillar Pushing Panzer		

People's Choice Tie:

Curt Waffle, TBF-3 Diorama /Curt Waffle, B-29 Diorama /Rick Lawler, Caterpillar Pushing Panzer

## Eduard 1/48<sup>th</sup> Scale Messerschmitt Bf 110D

by James Mustarde

Designed to meet an RLM (Reichsluftfahrtministerium - State Air Ministry) specification for a long-range, high speed and heavily armed destroyer (Zerstörer) aircraft, the two-seat Bf 110 certainly looked the part with its narrow, tapered fuselage atop a large wing and powered, initially, by a pair of big DB600 engines. But its speed and heavy armament could not compensate for its limited maneuverability and, despite early success in Poland and Norway, the type saw heavy casualties during the Battle of Britain.

I've had an old 1/32nd scale Revell Bf 110G sitting in my stash for many years but never stoked up the courage to attack the raised panel lines and attend to the general lack of detail with the kit (of course the new Dragon kit is now on hand if a big Zerstörer is what you really need). So when presented with the opportunity to build Eduard's 1/48th Bf 110C/D for Internet Modeler I wasted no time in clearing my work bench.

On reviewing the kit I decided almost immediately to build a Bf 110D long-range machine with the ungainly 'Dackelbauch' conformal fuel tank. The D model was developed in part to deal with the long distances involved in the Norwegian campaign and to give it a longer effective range as an anti-shipping aircraft.

Off we go...

Call it weird, but I always start my builds by focusing on the undercarriage, propellers, ordinance (if fitted) and other smaller sub assemblies. I only really start on the cockpit and airframe once these are built, painted and weathered. So it was with my long-range Zerstörer.

Each main undercarriage leg consists of eight components that fit together to form a reasonably stiff assembly. I prefer to



build as much of the undercarriage assembly as possible before painting in order to get really solid joint welds with Tenax.

The primary load bearing component is attached to the inside of the lower wing surface with its two legs protruding into the wheel well. The 'V' gear retraction arms are then attached to these legs. Builders need to be aware that the sidewall detail to the undercarriage bays must be added after the nacelles are added to their wings as you'll experience some major interference issues.

The main wheels are made of two parts, which works well when there is no tire tread. As soon as lateral tread lines appear you know you're going to face some rescribing unless the tread alignment is perfect. It never is.

I chose to build the tailwheel using the three component option. I drilled out the axles in each yoke component and the wheel hub. This makes it easier to build, tidy up and paint the two main assemblies. Small diameter plastic rod makes a good axle for assembling the tail wheel later.

I wasn't going to add any wing tanks to my Bf 110, so the only required holes in the lower wing were for the main gear legs and the two yellow air tanks. Both of these are installed from the inside of the lower wing.

Each engine nacelle consists of six parts that go together pretty well. Patience is required to achieve a snug fit for everything. Despite my best efforts I ended up having to redo quite a lot of rivet detail lost to sanding as I tied-up all the joints. The internal sidewall detail fits very nicely, but don't make the mistake I did and fit them before attaching the nacelles to the wings - the rib detail will get in the way of the undercarriage legs.

The upper and lower wings halves go together very well. Unusually for Eduard there was a lot of flash around the trailing edge of each wing and around the wing tips. Although quick and easy to remove, the significant amounts of flash were surprising.

Attaching the nacelles to the wings was the hardest part of the build to this point. Fit was really bad and I spent an age getting each nacelle to sit comfortably



against each wing half. I had to add some thin strips of plastic card to one wing half to correctly align its corresponding nacelle. The other nacelle was better aligned but still left a significant gap on the upper surface join. Although the adjustments and need for filler were hardly unusual, it came as a bit of a surprise with the Eduard kit. Previous Eduard builds had resulted in next to no filler in any of the major joins.

Each wing half was finished off by adding the front and back PE radiator grills and housings and the ailerons. The grills had been given a black wash to reveal the mesh detail, while the housing interiors were painted pre-painted RLM 75.

The twin tails of the Bf 110 were one of its distinctive features and this is nicely captured in only four components. The left and right horizontal surfaces are molded as single pieces, as are each fin/rudder. The fit of the fin/rudder with each horizontal surface is perfect, with no need for any touch up.

I chose not to show the nose gun bay in the open position and simply built the two-section nose cone without any internal

detail. I left the guns out and would add the barrels later when painting was finished. As I lined them up I noticed that the nose-to-fuselage lap joint wasn't as neat as I would have liked so I fabricated a backing plate for the nose cone and sanded away the offending lap joins. Once attached, I simply rescribed the panel line around the nose section.

One of the reasons I always start with gear and props etc, is my lack of confidence with cockpits and canopies. When I look at other builder's models I'm always drawn to the cockpit to see 'how they did it'. And of course the Bf 110 has a cockpit that says 'look closer, you can see everything'.

Fortunately Eduard has done a really superb job with the cockpit, allowing even a modestly capable builder like me achieve something to be quite proud of. A lot goes in to this cockpit including some very nice color PE for the pilot and radio operator/gunner's instruments. My approach to painting cockpits is to build it all first and then paint it black. A few light coats of the interior color shot from slant angles create a sense of depth as the black creates the necessary shadow. Once this is dry I pick out wiring and box detail with brush. Once

dry, dry brushing reveals the surfaced detail.

But a word of warning. If, like me, you're on the wrong side of 40, trial fitting and gluing of many small components can be a pain – literally. Eduard designers were clearly in a sadistic mood when they developed the parts breakdown for the ammo drums and engine exhausts. Each ammo drum had three components, including a tiny PE strap, for a total of 19 drums! Each exhaust stack had six individual manifolds that needed tidying up before gluing to a back plate, and although the end result is perfectly satisfying, I would strongly suggest that other builders invest in Quickboost's resin exhausts and ammo drums if they want to avoid extended finger cramps.

Once the cockpit was finished, the two fuselage halves were joined. As with every other Eduard kit I have built, the fit was superb. Wing halves, tail surface and nose cone were then added, along with large ventral fuel tank. I was forced to use some filler around the aft wing root/fuselage join simply to address some injection point sag issues. This was minimal.

After a good wash with soap and water, I gave the model a thin coat of Floquil grey primer (try it – it's superb stuff). Once dry I wet sanded it with 2000 grit paper. I repeated this process a few times until I was satisfied with the finish. After a final soapy wash and overnight dry we were ready for painting.

From the get-go I'd decided to build 'M8+OK', a long-range BF 110D with the large conformal 'Dakelbauch' auxiliary fuel tank - ugly is good. Painting was a relatively simple RLM 70/71 upper surfaces and RLM 65 on the undersides. Painting was also made 'easier' because of the sharp demarcation lines between colors.

First off I pre-shaded the entire model with Floquil Engine Black. Once dry, I shot three very thin coats of Model Master RLM 65 on the under surfaces over the space of half an hour. This was then left to



dry overnight. Masking the under sides with Tamiya tape was next and this took quite a while, especially around the engine nacelles. With hard demarcation lines it's quite tricky to get a nice curve under the nose. I then sprayed another thin coat of RLM 65 along the tape lines which helps to seal the join. If there is going to be any bleeding under the tape I'd rather it be the same color as that underneath.

The first top color was RLM 71 with three very thin coats applied in 30 minutes. This was left to dry for 24 hours. Tamiya tape was then applied, followed by a thin sealing coat of RLM 71 to the tape lines. Two coats of RLM 70 finished the camouflage and everything was left overnight to harden. I'm always very careful when I remove modeling tape. There's nothing worse than being a bit too quick and pulling off a bit of paint in the rush to see how it all came out. Patience is a virtue. The Bf 110D came out of the paint booth looking pretty good, with just a few touch-up areas under the nose and extreme tail. I then applied three spray coats of Future (thinned 50:50 with 99% isopropyl alcohol) to protect the paint and give it a good surface for decaling.

I was very disappointed with the decal sheet. Unlike the sheets for the Eduard Lavochkin, Polikarpov, and Fw 190 builds I've done, the Bf 110 set suffered from pretty bad registration issues that can be clearly seen on the wing national insignia and serial numbers. The registration issues are most noticeable on some of the smaller decals like the propeller logos and filler cap markings. With hindsight I should have requested a replacement set from Eduard or picked up an EagleCals sheet instead. Lesson learned. Next time I'll spend a little more time looking at the decals before I apply them.

Despite the registration problem, decaling proceeded with few other issues. Solvaset applied above and below each decal helped them settle across panel lines. A few instances of 'silvering' were solved by pricking the offending decal with a needle and applying more Solvaset. Be prepared to hold your breath a lot when applying

the small frame number decals – it's a challenge! Once all the decals were dry, I gave the model a gentle surface wipe with a wet cloth to remove finger prints and (what looked like) calcium stains from the decaling process.

Once dealing was complete the model received another three light coats of thinned Future. This is an important step if, like me, you use oils to simulate weathering. The Future both seals the decals and protects the camouflage from the weathering process.

For me, weathering is typically restrained. I've yet to master paint chipping using a silver pencil and the whole pastels thing is a class I need to take. Suffice to say that I chose not to practice on the 110. My usual technique is to paint the entire model with a milky-thin wash of Burnt Umber artist's oil. Once the wash has started to flatten out (15-20 minutes), I remove the excess with small squares of kitchen towel, dragging in the direction of the air flow. If you've left it a bit too long, the oil can be helped off using towel wetted in a little Turpenoid. Again patience is a virtue here, for the cleaning has to continue until you there's no more oil on the towel. By that point, every panel line and recess should be picked out with the wash, adding realistic depth and dimension to the surface.

It's now time to add all of those pre-assembled detail pieces. On went the main wheels and doors, the tail wheel, the engine exhausts and propellers, the pilot's gun sight and the rear gunner's machine gun. I then add the nose cannon barrels, the pitot tube and aileron mass balances under each wing. Finally I added the DF loop, the thin photo etch blind-landing approach and IFF antennas. Once everything had set I gave the whole model a misting of Floquil flat varnish to soften the high gloss. During wing construction I'd deliberately sanded off the navigation lights and drilled small holes for replacements. These I fashioned from plastic rod painted gloss red and green. Once the flat varnish was dry, I added these new navigation lights.

The Bf 110 has a large greenhouse canopy that allows much of the cockpit detail to be seen and it didn't make much sense to show the canopy all closed up. I had therefore already masked and painted the multiple canopy sections necessary for the fully open look. I attached the windshield and main canopy segment using white glue as this gave me some adjustment time and would dry transparent. The pilot's dropped side panels, open roof segment and the gunners opening were all attached with super glue. The final act was to attach the aerial mast and fabricate the twin aerial wires. I used stretched black sprue for the wires and stretched white sprue for the insulators. Once the wires were loosely attached, a glowing match tightened the wires.

This kit was quite a challenge compared to the other Eduard kits I've built. A lot of very small cockpit detail in both plastic and photo etch requires loads of time and attention. But the effort will pay off with a beautiful OOB cockpit that is clearly visible through the large, greenhouse canopy. There was also a lot more flash on this kit than the others and this required more clean-up time than usual.

My biggest issue with this kit was with the upper surface nacelle/wing join. Despite a lot of fitting and adjusting, the remaining gaps and steps required some significant work to blend in and I ended-up with a fair amount of rescribing/riveting. But that type of work shouldn't faze most modelers - it comes with the territory. Other than the nacelles, Eduard's kit went together really well, with very little filler required elsewhere.

All-in-all, the Bf 110C/D is a nice plane to build. It has its quirks and it'll never be a Weekend Edition, but it'll make a very nice addition to your Luftwaffe collection.

Thanks to Eduard for the review copy.

## Reel Planes: An Occasional Series - Episode 6: *Skyjacked* (Monogram's 1/48th Scale F-100C)

by Terry Moore

*Skyjacked* is a 1972 MGM release starring Charlton Heston, Yvette Mimieux, and James Brolin, and was directed by John Guillermin. The story concerns a Global Airways 707 flight from Oakland to Minneapolis that is hijacked by a crazed Vietnam veteran who claims to have a bomb on board. The flight has the usual cross section of passengers, the hippie girl, the very pregnant lady, the Senator, the musician, and the CIA agent, among others. As usual, everyone gets a few minutes of time for their characters but not much else. The hijacker (Brolin) diverts the plane to Anchorage, where all the passengers, except for the first class passengers are released. They then take off for Moscow where he (Brolin) expects to be received as a hero. It doesn't quite work out that way and the hijacker meets his end on the tarmac in "Moscow".

The movie itself is one of the first "disaster" type movies that were popular in the 1970s. Lots of characters getting a little face time on screen as the usual cliché types. The love angle to the story between the Heston and Mimieux characters, the near disaster of a midair collision as the plane is landing in Anchorage, the threat of being shot down by Russian MiGs and so on. There are some continuity issues (like the landing gear and flaps deployed - or not - in the MiG sequences), the use of an airport that looks nothing like Moscow airport, complete with Ford vans, Russian soldiers with M-16s, and not nearly enough fake snow to make it look like winter in Moscow.

All that being said, it's relatively entertaining and of, course, some great subject matter for a reel plane. I first saw an article in a 1973 IPMS chapter publication "In Miniature" that had an article on the "MiGs" used in the production. It detailed



the use of five F-100Cs provided by the New Mexico Air National Guard. Only four aircraft were used in the movie and one was kept as a spare. US markings were painted out and replaced with oversize Russian stars. The last three numbers of the serial numbers of the aircraft were painted in large white numbers under the cockpits of each aircraft. The "dickie bird" logo of the NM ANG was retained on the tail of each aircraft.

Twenty five years ago I converted the 1/72nd scale Hasegawa F-100D kit to a C and painted it in *Skyjacked* movie markings. At that time I chose to do the spare aircraft for the reason that I saw the actual aircraft after it had been sent to the Air Force Museum. Fast forward to recent history. Some years ago, Cutting Edge released a conversion kit for the 1/48 Monogram F-100D, to convert it to a C. Fortunately, I was able to get the CE kit before they went out of business, with plans to do another *Skyjacked* "MiG". This time around I chose to model the flight leader, aircraft "803".

The conversion kit is a straight forward set of replacement parts for the Monogram kit and very little hacking/cutting was required. The wings themselves were a perfect fit to the Monogram fuselage, as was the tail. The only issue I had with the conversion kit was the leading edge slats,

which required some minor trimming to fit well. The rest of the kit was built out of the box. Modelmaster enamels were used for the colors and the burned/metal finish on the tailcone was Alclad Dark Aluminum, Copper, and Jet Exhaust.

No memorable quotes in this one, although the movie taglines are interesting - "The Sky's The Limit For Suspense". "On Board Flight 502 Is A Bomb. It Could Be Anywhere. And A Skyjacker. It Could Be Anyone". "This is your captain... we have a skyjacker on board".

I'll give the movie 2-1/2 stars (\*\*.5) and the airplanes 4 stars (\*\*\*\*). I purchased the DVD as part of a set with *Zero Hour*, from which the movie *Airplane* was inspired by. That will be an interesting movie to watch...

The popcorn is on, the Pepsi is in the fridge (I have diet, too), and the movie starts in just a few minutes. Your seat is ready.

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use James's, Carl's, and Terry's articles. - ED]

## Tamiya 1/35th Scale Leopard 2A6

by Bob LaBouy

### Initial Comments and Caveats

If you watch the Military Channel's often shown episode in which they project their opinion as to the 'greatest ever' tanks, you're aware that this is it! The 'Leo 2' as it is sometimes referred, is praised as simply the 'best tank in the world' whether you are talking about the last 60 years or today.

Even when you first pick up the box for the Leopard, you'll notice it's heavy. Once opened and you start to look at, then separate the first few major parts and hold them together, you can't help but notice the very large size of this armor kit. It is large and very long, with a very long canon barrel. Just holding it alongside the M60 (which served as our main battle tank for some time) and even the M1 Abrams, it is easily demonstrated that this is one large tank. In spite of its size, the kit contains roughly 200 parts (which is amazing when one remembers that a Dragon kit of an even smaller, less complicated tank kit contains from 800-1000 parts) which points to a much less demanding build. I'll have to see as I progress through the sub-assemblies. This also means that one doesn't wind up with a 'load' of extra or left-over parts, which may or may not be a valuable side value to you. There are a few 'extras', an example is the shorter barrel for the 120mm gun barrel. Typical to Tamiya a very nicely done and reasonably well done assembly guide is 16 pages in length. This kit should be a snap, right? Let's see...

My initial joy over the Tamiya instructions are tempered a bit as I discover a few parts are identified as 'E' series and then I quickly realized there was no 'E' tree and it took a few minutes comparing the easily identifiable parts that they were in fact 'A' parts. To the 'plus' side of things though, Tamiya's guide does contain most parts



called out in English (which is a great relief when compared with Dragon's sheets). As I begin my removal of individual part and assembly, I also notice two aspects of this kit (again in comparison with the Dragon kits which I've been building over the last few years and compared with Tamiya's aircraft kits which I have been very impressed with). Some added sanding and finish work is required on many of the small part (at least those around the road wheels and suspension parts. They aren't bad and can quickly be squared and or leveled with a small amount of filing or sanding. There is also a good deal of surface detail, an example of which are the numerous 'non-skid' areas on the top surface areas, which is very finely detailed and will (I hope) be evident on the completed model.

### Initial Kit Observations

As typical for a Tamiya product, this is a relatively simple, straight-forward build. The parts fit reasonably well, are mostly flash free (though the fit and finish of the molded parts isn't up to the recent standards established with the Dragon/DML kits). Some filing and sanding is required to permit nice 90° corners and flat surfaces. I didn't even bother counting the parts and estimated there to be about 200 in total. I found all parts to fit together well

and very little sanding necessary to effect tight fits all around. Curiously, there is also a short-barreled 120mm gun included in this kit as well, though I could find no reference where this gun barrel was used with the more advanced Leopard 2 tank.

### Detail Observations

I have a few 'nits' including the type of plastic sheet employed by Tamiya to replicate the basic turret glass ports. For the most part this small plastic sheet is workable, but it is very thin, a little difficult to use and handle, but mostly just a mess to trim or remove from the parent sheet of clear. It often 'shatters' and leaves unwanted fissure marks as the plastic is cut. It's almost a laminate in effect and I almost wished I had found a replacement for the Tamiya clear. There wasn't any such issue with the injected clear sheet providing some of the other vision ports. Why two types? I have no guess.

This leads me to the two most glaring weaknesses in this kit, in my opinion, the clear areas (periscope glass) and the treads. I am not happy with the materials and in my case, they did not wind up finishing anywhere near what I expected. They look very childish, show my 'glue technique', and detract from this entire model. Although Tamiya has made the

tread of some type of plastic and it does take glue to weld the ends together, is still a toy-like, rubber band-like tread. Paint flakes off (and I primed it with the good acrylic automobile primer) if they are twisted or moved to any extent. The outward appearance is OK, but far less than I have come to expect when spending \$40 or more for a kit these days. I expect more from both Tamiya and myself, especially when Dragon is able to produce such parts with much greater accuracy and skill, at a lesser price. I have also become spoiled by Dragon's inclusion of real metal cable on their kits – in this kit Tamiya has provided small pieces of string, which require trimming and painting to replicate the tank's tow cables. Not the elegant touch we've come to welcome over the last few years, but passable.

I am not certain what details can be added to the Leopard 2. I used almost all of the parts provided in the kit, aside from the small road signs, decals and extra gun barrel. The surface detail is quite good in my opinion and once painted and dry-brushed reveals itself well. I didn't really look around for after-market parts and used only what was provided in the kit box. If you want, 'quick or easy builds,' this may well be one you should tackle.

### Overall Evaluation and Summary

Overall, I like this kit quite well and would give it an 8 on the 10 point scale. I would recommend it to anyone who is interested in modeling what is often referred to as the finest modern tank in the world today. I think this kit is a winner, easy to assemble and another worthwhile addition to my meager armor collection, providing the modeler with an accurate model of one of the German Army's very advanced modern armor and is great comparison kit to the M1A Abrams, which many of us have seen and feel is a great tank. I would say 'buy and build it' right from the box, until another more modern kit is available.

## Trumpeter 1/35<sup>th</sup> Scale M1078 Light Medium Tactical Vehicle

by Carl Kietzke

considering there is no engine, but the kit should go together easily.

All dimensions check out within acceptable limits based on data from the US Army Fact Sheet for the FMTV. I have a few minor questions regarding some of the chassis accessory placement. When I



The M1078 Light Medium Tactical Vehicle (LMTV) is part of the United States Army's Family of Medium Tactical Vehicles (FMTV). The Light Medium units are rated at 2.5 tons carrying capacity. The FMTV is built by BAE Systems Mobility and Protection Systems division and it was developed from the Steyr 12M18 military truck. Stewart & Stevenson of Sealy, Texas was the original supplier of the FMTV. Stewart & Stevenson sold their truck division to Armor Holdings, which is now part of BAE Systems. There are 15 members of the FMTV family and most of them can be created from this kit.

This kit comes in Trumpeter's standard, stout box, which is crammed with plastic. There are eight gray sprues, one clear sprue, the cab, a small photo-etch sheet, and a small but adequate decal sheet. All moldings are clean and flash free. The tires are vinyl and are exceptionally well done. The parts count of this kit is a bit high

consider the continuing modification and upgrade programs for the FMTV, everything could be totally correct. The main thing is, will it look right? I will hold final judgment for when it is finished.

This looks like another excellent military vehicle kit from Trumpeter. The M1078 is long overdue as a kit, since the real one has almost totally replaced all of the M939 family. I have one gripe with this kit: there is no engine. This is the first 2.5/5 ton truck kit that Trumpeter has produced without one, perhaps because it is a cabover instead of a conventional? The M1078, M1084, and M1086 versions were used to prototype a new heavy duty Wildland Fire Engine family, so it fits as a regular automotive subject to me. There are lots of uses and versions to build and the kit is good quality. But the kit is a bit pricey at around \$80. It still seems to be good value for money. I purchased my kit from Skyway Model Shop.

## IPMS Seattle Show Photos

photos by Tim Bradley and Norm Filer

*This page, clockwise from top right: Doug Girling's very inventive entry in the Jet "What If?"; a very nice Soviet armor piece in winter camo (not sure of the builder); Beau Moran's Bottlenose Dolphin; Michael Morrow's Schoenfeldt Firecracker; Curt Waffle's TBF diorama, one of three entries that tied for the People's Choice award.*





*This page, clockwise from below: Brian's Willet's 1/32nd scale Ki-61; a few of the many trucks on display; George Stray's Barchino; Joe Spitzer's Camaro; George Tufnail's HMS Hood.*



## Show Thanks

A model show doesn't just materialize by itself. It must be planned and organized, and on the day, there must be volunteers ready and willing to pitch in. The IPMS Seattle Spring Show wouldn't have happened without the following people, so thank you:

Tracy White, Jon Fincher, Mike Millette, Charlie Sorensen, Spencer Tom, Terry Moore, Jill Moore, Eric Christianson, Marilyn Laird, Norm Filer, Robert Allen, Mike Medrano, Stephen Tontoni, Steve Hilby, Shari Filer, Sabrina Fincher, Doug Girling, Bill Johnson, Elsie Johnson, John Schaaf, Juandine Moran, Sam Lainoff, Meghan Cahill, Linda Hoyt, Gary Webster, Ira Shelton, Jon Carr Farrelly, Dan Carey, Jackie Staeck, Paul Peterson, Jim Schubert, John Chilenski, Reed Christianson, Preston Kabinoff, Beau Moran, Andrew Birkbeck, Scott Taylor, and Paul.

Thanks also to everyone who judged, donated items for the raffle, and helped with the room set-up and takedown.



## 2009 Show Schedule

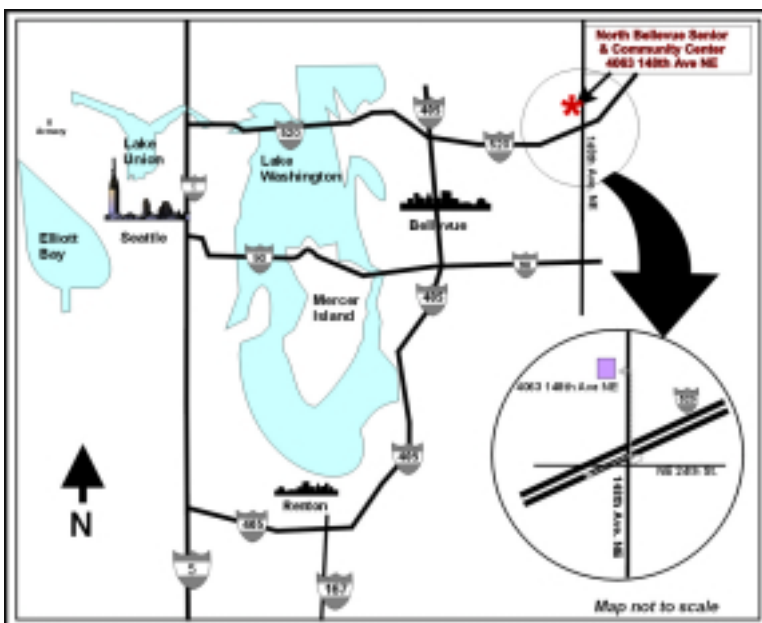
- 5/10 Puyallup MCS 20
- 6/20 Ft Worden NOPMS
- 7/24 Puyallup Good Guys#
- 8/19 Columbus OH IPMS Nats#
- 9/19 McMinnville OHMS
- 10/3 Moscow ID Bring out Good Stuff
- 10/10 Burnaby BC IPMS Vancouver
- 10/27 Silvana 5th Annual
- 11/8 Clackamas OSSM

# indicates multiple day event, only first day listed. Thanks again to Carl Kietzke.

## Meeting Reminder

## May 9

## 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.