

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2012

EDITORNOTES



Andrew was unable to write his regular column this month, so I'm filling in for him.

One of the joys of editing this newsletter is the chance to help people. A few days ago, I received this request for assistance, and I'm hoping that one of you can step up and help out:

"I'm a 90 year old geezer in Issaquah who flew a B-17 a thousand years ago in WWII. I bought a model (Academy Plastics) on-line to make for my great grandson and when it arrived the thousand pieces intimidated me. I will certainly screw it up, having not made models since balsa wood 200 years ago.

Do you have a member (nearby?) who might make the model for me for the labor cost? I can only consult and trade with money and war stories. Thank you for your help."

If you're interested in building the B-17, please contact either me or Andrew Birkbeck, and we'll put you in contact with the gentleman.

I'm not done asking for your help! IPMS Seattle is looking for a new webmaster to take over the club's web site. After many years of service, Norm Filer has decided to step down, and we're looking for a member who can take over his responsibilities. If you have questions, I'm sure that Norm can give you the details.

I'm also looking for some help regarding the newsletter. I love editing this newsletter, and I'm not planning on giving up my post any time soon. But while I'm happy about my skills as an editor, I'm not a graphic designer by trade. The design of the newsletter hasn't changed much over the years. I don't plan to do what Tina Brown did with *Newsweek*, but I'd like someone who has some graphic design experience to take a look at the layout and

offer some suggestions to modernize the look a bit. If you'd be interested, please contact me either by phone or e-mail, both of which can be found on page 2.

That's about it. Thanks again to all of the volunteers who helped at our Spring Show, whether judging, hosting, or working with the raffle, seminars, and registration. We truly couldn't do it without you. And thanks to Mike Millette, Norm Filer, and Jon Fincher for help with compiling the list of this year's winners.

As I've mentioned before, I always listen to music while preparing the newsletter. This month's playlist included Elbow's *build a rocket, boys*; *Our Stories* by koko; *The Big Roar* by The Joy Formidable; *Nothing Is Wrong* by Dawes; and *Hoshi no Yoru no Myaku no Oto no* by nano. RIPE. All highly recommended!

Robert

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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, WordPerfect, or text 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 2012 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 12
July 14

June 9
August 11

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) (FIRST) (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#)

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IPMS Seattle Spring Show 2012 Wrap-Up

by Jon Fincher

Another year, and another successful show. And like all good shows, this one was a success on many levels. Elsewhere in this issue of the newsletter, you'll find the complete list of ribbon and award winners, so I'll concentrate on the show as a whole.

Let's get this out of the way first: the show made money again this year. We're still crunching the final numbers and making sure we've handled all our final expenses, but it's apparent we're in the black again this year.

Contest entrants and Model entries were up this year, while Spectators were down a little. That was a bit of a surprise, given that it was Easter and Passover weekend. My only explanation is that that families get together over this weekend to celebrate, and they want something to do on Saturday other than sit in the house – what better to do than take in a model show!

We had a huge influx of folks from clubs in the area. The Oregon Historical Modelers Society club sent thirty (30) folks up to Seattle for this year's show, and I saw a lot of blue IPMS Vancouver, yellow NOPMS, and white IPMS Tacoma/Green Dragons shirts throughout the day. We even drew in folks from IPMS Salem, IPMS Boise, someone from northern California, a member from IPMS Dayton (as in Ohio), and even a modeler from Tahiti.

That huge influx may have been due to the fact that we were the Regional contest this year. Our Regional Coordinator, Dave Fletcher, was in attendance as well. We're grateful for his presence, as well as his feedback during and after the show.

Of course, it's equally likely that influx may have been due to the quality seminars we

had throughout the day. Bill Glinski's Alclad seminar was well attended, as was Chris Banyai-Repl's Airbrushing 101 session. John Alcorn had a full house for his Modeling Master Class, and there was good attendance at the other sessions throughout the day as well. We took video of all the seminars, and are editing the footage now – the plan is to make them available for folks who weren't able to attend.

Thanks to Tracy White, we have a new view on the show this year. Tracy used his new GoPro Hero2 camera to capture two time lapse videos – one of our setup Friday evening, and one of the first few hours of the show on Saturday morning. This is a very interesting view on our show, and lots of fun to watch – they cram hours of activity into roughly ten minutes of video. You can see these amazing videos on YouTube under Tracy's account, specwarnet. Links are available on the IPMS Seattle website as well, under the Spring Show 2012 link.

I'd like to thank my outstanding show committee for all their hard work this year. This show doesn't happen with their dedication and hard work – I'm looking forward to working with them again next year.

Registration: Morgan Girling
Judging: Mike Millette and John Chilenski
Raffle: Eric Christenson
Advertising: Andrew Birkbeck
Hosting: Robert Allen
Seminars: John Newcombe
Photography and Website: Norm Filer
Money and Troubleshooting: Spencer Tom

Finally, I'm happy to announce that, thanks to John Chilenski and Spencer Tom, we have the location and date for next year's show locked in – we'll be at the Renton Community Center again on April 27, 2013. That's two weeks after our April meeting. I'll be there Friday afternoon at 2 pm to help setup – hope you will be too.

Upcoming Shows

6/9/2012

Peninsula Model Show and Contest 2012 -
IPMS/North Olympic Peninsula Modelers
Society
Fort Worden State Park, building 204
Port Townsend
Larry Speelman 360-681-5266

8/8-11/2012

IPMS/USA National Convention
Disney's Contemporary Resort
Lake Buena Vista, Florida
www.ipms2012.org

9/15/2012

OHMS & Evergreen Aviation Museum
Model Show and Contest 2012 - Oregon
Historical Modelers Society
Evergreen Aviation and Space Museum
500 NE Michael King Smith Way,
McMinnville, OR
Brian Yee 503-309-6137

10/6/2012

18th Annual "Show Off The Good Stuff"
Model Show & Contest - Palouse Area
Modelers
Moscow Moose Lodge
210 N Main St., Moscow, ID
Scott Rowland 208-843-5137

10/6/2012

IPMS Vancouver 42nd Fall Show
Bonsor Recreation Complex
6550 Bonsor Avenue,
Burnaby, BC, Canada
Peter Hickey 604-988-3253

10/7/2012

T.A.M.S. Fall Nationals
Scale Automotive Contest
Lakewood Elks
6313 75th St. W.,
Lakewood, WA
Gary Davis 253-472-3447
Harold Conrad 253-770-9470

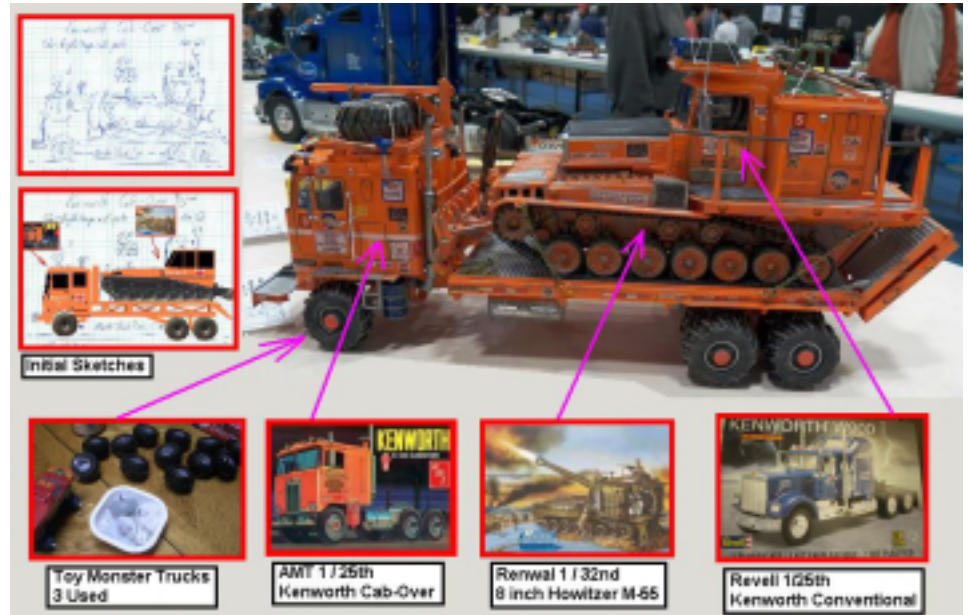
The 1/25th Scale Orange Pumpkin

by John DeRosia

It all started with a sketch and seeing “sno-cat” pictures on line by accident at an Antarctic outpost. Lately, I’ve gotten away from modeling more or less out of the box to finally doing more modifications and scratch-building. Don’t get me wrong - I still like out-of-the-box, but it does limit what you can build if a model doesn’t exist of something you are interested in.

I have been modeling in the category of “loads” - in particular those things carried by trucks - whether through a fifth wheel trailer or a flat bed on the truck frame. I like both military and civilian loads, basically in 1/72nd, 1/35th, or 1/25th. One challenge is using different scales, and also making the conversion not look too much like its original form. This can be a good problem to solve.

The main cab-over was the easiest to build. The frame from the AMT kit was used. After stretching the frame, the rest



was plastic Evergreen styrene sheet, or adapted from used styrene sheet. I use a lot of Evergreen plastic for most of my conversions. “For Sale” signs are also great for sheets of styrene plastic. A new flat-bed with ramps was added.

My local department store had lots of four-wheel Monster type toy trucks to choose

from, where I would get my tundra tires. I bought three of the same trucks and ended up using all 12 tires. Two of the spare tires are mounted on a removable tire rack on the roof of the cab. I built a simple crane that would be used to load or offload the tires should the crew need to change one. The engine is complete and the cab also pivots to expose the engine once the roof rack and crane are moved out of the way.



The M-55 chassis for the sno-cat was fun but a little challenging. The rear track section had the perfect down angle to make the sno-cat seem more of the type of snow vehicle people are used to seeing. It being 1/32nd scale - and I wanting to add a 1/25th truck cab to it - made my razor saw come out more than once. I cut the truck sleeper down below the cab roof and added two areas for storage with ‘tread plate’ plastic. The back of the M-55 was built up with more Evergreen plastic and “For Sale” signs. I made many adjustments and cuts to get the cab to best fit the M-55. I used lots of filler plastic to blend the truck body onto the chassis. The simple front grill was more plastic scrap.

Finally, I added a dozer blade. Why? Because they are doing a geological survey. I expect they may have to cut some roads for crews or such. The main part of

the blade is a piece of "For Sale" sign - the rest is Evergreen plastic pieces. The hydraulics also works for the blade. It moves up and down freely. I use Evergreen round tubes and real aluminum tube for the hydraulic ram.

The orange paint was straightforward Ace Hardware brand enamel paint. It is their counterpart to the "Rustoleum" brands. It brushes on beautifully and airbrushes easy as well. The whole rig uses both methods throughout - but most airbrushing is on the major big pieces.

Lastly, I made my own decals and had fun, especially with the "I Love Alaska" ones on both vehicles.

I spent the better part of a month's worth of evenings here and there building it. My goal was to have it for the IPMS Seattle Show held on April 7th - and lo and behold, I literally finished it at 11:57 pm on April 6th! I'm already on another creative imagination rig with another load!



Special Hobby 1/72nd Scale Sack AS.6

by Morgan Girling

Arthur Sack had been inspired to investigate discoid aircraft by how well beer coasters flew in his local drinking establishment. After five flying models, he convinced the RLM in 1940 to let him build a man-sized version. The sixth, cleverly named the AS.6, was born in his Bavarian workshop, using the landing gear, canopy and some/all of the cockpit from a pranged Bf 109, with a distressed Bf 108 similarly donating everything firewall-forward. The rocket fighter unit 1./JG 400 tested it (unsuccessfully) in 1944, and it was destroyed in the waning days of the Reich by the retreating troops.



non-scalloped wing with its panel lines. The references say that it had a plywood covered wing, so the panel lines are more accurate than the box art.

The wings went together well as did the cowling/fuselage halves and the resin

cockpit. The lack of locator pins so typical on limited run kits isn't a problem. After that, however, things got more sporting. Lacking those locator pins, the assembly arrows in the instructions showing the cockpit going "somewhere" in the cowl/fuselage left placement rather open to

Needing a quick and simple weekend "recovery" project, I pulled this kit out of my stash for an out-of-the-box build, and was impressed with what I saw. The kit is molded in a slightly hard light grey plastic – the 17 pieces are dominated by the wing, upper and lower halved. There is also a four-piece resin cockpit and a resin "sparrow strainer" for the cowling's cooling air intake. A crisply vacuformed canopy brings the parts count up to an even two dozen – just right for a quick, non-demanding build. The molding quality was much better than I'd anticipated for a limited-run kit, having delicate recessed panel lines on the wing, little flash and requiring only a little touch-up needed on the elevator hinges. If you looked at the box art, which shows an aircraft with the typical saggy-baggy scalloped fabric covering, you'd rightly wonder about the





interpretation. With some filing and trial fitting, though, it all came together. Fitting the cowl/fuselage to the wing proved to be a similar exercise in trial fitting. Landing gear, exhausts, oil cooler and tail skid were similarly positioned by the TLAR (That Looks About Right) method of interpreting the placement arrows.

Only one canopy is supplied, which seemed odd as most kits with vacuformed canopies give you two, with the tacit admission expectation that the first one will be your "experiment." I carefully cut it out and attached it with Humbrol ClearFix. Here again, there was a small fit problem – the canopy is formed with a flat bottom, instead of following the wing curvature. This creates a gap at the rear of the canopy, which I bridged by applying more ClearFix.

Finishing was typical, grey primer followed by RLM 65 (Hellblau) undersides, and an RLM 70/71 (Schwartzgrun/Dunkelgrun) splinter pattern on top. The kit painting guide shows the top as being solid RLM 71 with a black anti-skid walkway on the port side. The few photos available online are poor quality but hint at a splinter

pattern. I think either approach would be defensible, but omit the walkway as none of the photos show one. I finished the propeller with a woodgrain effect (radome tan, gloss, a streaky brushing of brown, and more gloss) and an RLM 02 prop hub. Painting the prop RLM 02 overall would be more typical, but I wanted a little color on the model and a "bare" prop is defensible given the aircraft's scrounged origins.

All models have some inaccuracies, some quibbling and some significant. The panel lines match the positions of the ribs and spars, but the actual plywood panels would be larger. I suspect that there are too many panel lines molded in, but they're so delicately done that it is easy to lose them in the painting process, particularly with the dark colors on top. Another nit-pick is that in the photos, the wing appears to be more flat-bottomed than is represented in the kit, particularly near the trailing edge. Again, unless someone has the photo in hand and squats down beside the model to check, nobody's going to notice.

The sparrow strainer on the nose bowl is, frankly, a cheat. The Bf 108 has a large

cooling intake in the nose bowl, through which the inverted-V Argus engine is clearly visible. Wanting a quick OOB build, and lacking an Argus to drop in, I resigned myself to the ersatz grillwork. Less seriously, various small openings in the cowling are represented by raised patches, and the exhaust manifold covers are similarly unvented. When it's all built, however, the strangeness of the whole draws the eye from these minor inaccuracies.

However, there is a major inaccuracy with regard to the cowling/fuselage. As mentioned above, the AS.6 used a Bf 108 front end, with a transition structure fairing it into the wing bottom and the canopy front. From the side, this looks like a parallelogram – the thrust line of the engine goes through, and is parallel to, the chord line of the wing. The model is molded with the thrust line a good 2mm above the chord line, which is noticeable on such a small model. If you try to position the propeller in the right spot, you introduce about 3° downthrust, which is also quite visible and looks worse. In the end, because I wanted an OOB build, I ended up positioning it parallel to and above the chord line. (However, this would be an excellent model for your first kitbash because the transition section is quite a simple shape to fabricate from sheet styrene.)

While it is a slightly more time-consuming build than the parts count would suggest, it went together very straightforwardly and the results are pleasing to the eye. It's a great conversation opener because people always ask if it was a real aircraft.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Morgan's article. - ED]

An Armor Painting Jig

by Eric Christianson

Tim Estes asked me for the dimensions to my armor painting jig so I decided to send them out to everyone. I use this jig all the time, for airbrushing as well as hand-painting on-board details. I looked around for the schematic my son Reed originally had for his woodshop project but it is gone. So, here are some pictures and dimensions: (in inches)

The materials are simple: a standard (1.5 x 1.5) piece of wood and 1/8th inch plywood. 'Tacky' drawer liner was used to cover the two main flat surfaces.

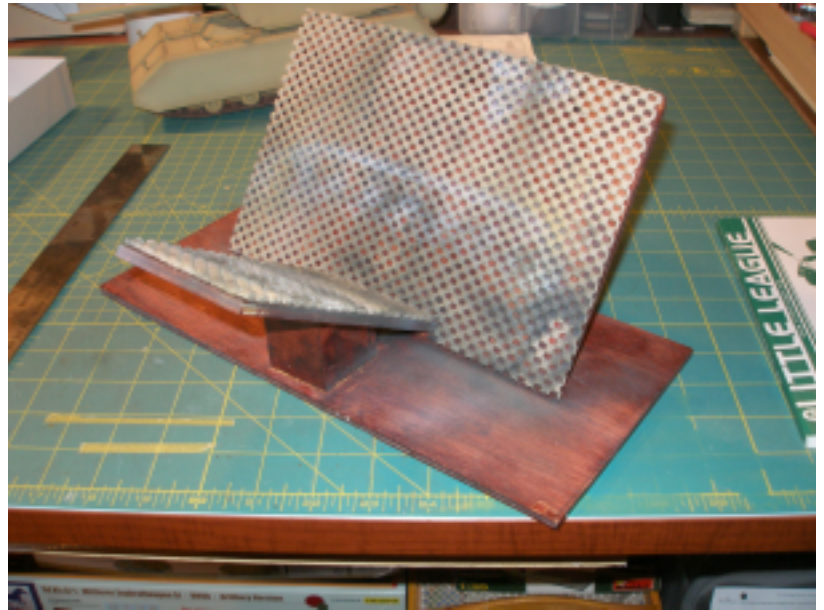
Base - 6 x 12

Main backboard - 6 x 9

Front extension - 6 x 3

Front support (1) - 2 inches in front tapered down to 1 inch toward the rear using a 1.5 x 1.5 piece of wood

Rear Supports (2) - 4 inches in rear tapered down to 1.5 inches toward the front using a 1.5 x 1.5 piece of wood



Hurricane Bookshelf Theater World War I Presentation

by Scott Kruize

Nobody in this group - nobody in the entire IPMS - needs to be reminded that we are approaching the Centennial of the outbreak of the First World War. Airplanes had scarcely reached their teens when they were suddenly called upon to serve all over the battlefields of Earth. Primarily, they were a source of information never before available to the battlefield commanders, a role they held with increasing importance throughout the conflict, and many more in the future, right up to the present day. Before long they would themselves participate in the fighting.

It's certainly time to dig out our Roden and Eduard and Wingnut Wings kits...time to go to our bookshelves and re-read *Knights of the Air*, *The Canvas Falcons*, and all the other books about World War I fliers and their achievements, made even more astonishing by the incredible speed of technological progress during those four years. By the end of the war, the airplane - scarcely even seen by most people in 1914 - had darkened the skies in their tens of thousands.

How appropriate, then, for our very own Museum of Flight to host a World War I aviation all-day seminar, *Air War One*, on Saturday, April 28. Ken Murphy snapped up a ticket the instant they came available on the World Wide Web, and insisted I set that day aside and go with him. Which we did...and your esteemed Newsletter Editor Robert Allen, Rocket Man Tim Nelson, Morgan Girling, and John Newcombe will vouch for our attendance.

There was a day-long series of hour-long presentations, starting with a historical overview of the great technological advancements made during that period. Until the presenter, Dr. Richard Hallion, explained it, I hadn't realized that those four years saw the evolution of five full

generations of engineering sophistication in fighter design. The first generation, at war's outbreak, saw light sport planes hastily adapted to military use: fragile Morane and Fokker monoplanes, and the ubiquitous Taube. The fifth generation, such a short time later, saw Junkers introducing all-metal cantilever low-wing monoplanes with streamlined in-line engines. No more linen, wood, and wire: by late 1918, aviation was on the verge of sweeping into the modern world.

Other presentations showed the birth of tactical and strategic bombing, including 'The First Battle of Britain', where the English cities were assaulted by Zeppelins, then by substantial formations of large, purpose-designed heavy bombers. For the first time ever, civilians hundreds of miles from the front were as vulnerable as the troops. We haven't yet recovered from the shock, and never will...

Reconnaissance was the major contribution to the War. That wasn't just looking over the side over the trenches, but required the very best cameras and an elaborate system of developing the pictures, analyzing their contents, and assembling information in useful form for the battlefield commanders. Terry Finnegan explained it all.

Aircraft are ubiquitous now. We scarcely notice an airplane flying overhead, unless it's something like the prototype of the new Boeing 'Dreamliner', as it will affect all our prosperity, probably for decades to come. But there's no novelty in flying machines per se, as there was back then. Too bad the technological progress was seen at the turn of the last century as how the lot of Mankind was about to be greatly improved by the application of Science. In 1914, it all went horribly wrong, and to this day we are haunted by technological demons of disaster. And yet there was something glorious back Then about the new aeroplanes - warplanes though they became - soaring above the sordid trenches. And even if their crews, at the time, never were the chivalrous 'Knights of the Air' they became in the popular press until it became Mythology, there is still

something above the ordinary in their aerial achievements.

Back down to Earth at the modelers' viewpoint was the second to the last presentation of the day. Dr. Logan Holtgrewe, who did the enormous collections at the MOF - first of all the World War II warplanes of the world, then all the World War I 'aeroplanes', including the Zeppelin - gave a presentation about how he managed to do it all. We hung on every word, devoured every slide. He concluded his presentation by saying that he had probably said more about his projects than we would ever have wanted to know, but those of us modelers in his audience say it was scarcely enough. His modeling achievements are almost as astonishing as those of the aircraft designers and fliers of so long ago.

The whole event is an inspiration to get back to our kit stashes and start building replicas of these almost mythical machines. I hope the coming months will see our Show-and-Tell tables crowded with multiple wings, simulated fabric and plywood, struts and wires and rotary engines, brass radiators, non-black tires, machine guns with airy jackets and ring-and-bead gunsights emerging in front of open leather-coamed cockpits, led by two-bladed wooden propellers. As the Centennial approaches, let's build replicas of the early 20th Century machines, that carried Man into the air for both destruction and development.

2012 IPMS Seattle Spring Show Category Winners

<u>Place</u>	<u>Model</u>	<u>Modeler</u>			
Junior-Aircraft			Aircraft-1/48 Single Prop-Allied-US		
1st	Me 110	Mathew Gross	1st	P-40E Warhawk	Bob Windus
			2nd	P-47D	Walt Babst
			3rd	T-28C	Terry Davis
			HM	UV-20A Chiricahua	Terry Davis
			OoB	P-47D	Walt Babst
Junior-Armor			Aircraft-1/48 Single Prop-Allied-non-US		
1st	PzKfw Ausf 3	Unknown	1st	Mig-3	Joseph Brown
2nd	Abrams Tank	Brian Wadsworth	2nd	Yak-3	Terry Schuler
Junior-Auto			3rd	Polikarpov I-16	Scott Kruize
1st	40 Ford Coupe	Sam Stedman	OoB	Seafire F.XVII	Brian Birk
2nd	Ford Pickup	Jace Coulter	Aircraft-1/72 Multi Prop		
3rd	Mustang	Mike Howard	1st	Westland Whirlwind	Warwick Wright
HM	Circus Wagon	Ali Stedman	2nd	B-25J	Terry Schuler
Junior-Space Fact/Future Tech.			3rd	B-17F	Paul Dunham
1st	Shuttle Discovery	Sam Stedman	HM	Do 17Z	Gary Dycke
Junior- Prefinished			HM	B-17G	Brian Birk
No Entries			OoB	Beaufighter 21	Brian Birk
Junior-Miscellaneous			Aircraft-1/48 Multi Prop		
1st	Snowy Owls	Kyla Pritzl	1st	Hs 129B-1/R22	Bob Windus
2nd	Kermit Nautilus	Ali Stedman	2nd	Do 335	Walt Babst
3rd	Mr. Polar Bear	Kyla Pritzl	3rd	G4M1 "Betty"	Chris Cowx
Aircraft-1/73rd & Smaller			HM	PBJ-14	Walt Babst
1st	Mig-21MF	John King	HM	Bf 110D-3	Walt Babst
2nd	Fw 190D-9	Steve Alvine	OoB	Bf 110D-4	Walt Babst
3rd	B-58 Hustler	Dan Carey	Aircraft-1/32 & Larger-Prop		
OoB	Hawker Hunter F.58	John King	1st	Ju 88A-1	Chris Morris
Aircraft-1/72 Single Prop			2nd	Bf 109E-1	Bob Windus
1st	P-47D	Paul Dunham	3rd	P-47D-30	Chris Morris
2nd	P-47D	Terry Schuler	HM	P-51D	Brian Birk
3rd	F4U-1D	David Hansen	Aircraft-1/72 Single Jet		
HM	RQ-1B Predator	Djordje Nikolic	1st	Me 163B	John Miller
HM	Sack AS.6	Morgan Girling	2nd	A-4 Skyhawk	Dan Carey
OoB	Bf 109E	Robert Latimer	3rd	F-16C	George Ruscoff
Aircraft-1/48 Single Prop-Axis-European Front			HM	F4D Skyray	Brian Birk
1st	Fiat G.55 Centauro	Scott Carpenter	HM	Me 163B	George Ruscoff
2nd	Me 109E-3	Joseph Brown	OoB	L-39C	Paul Stedman
3rd	Fw 190A-5	Scott Carpenter	Aircraft-1/48 Single Jet		
HM	Fw 190A-3	Gary Jackson	1st	F11F-1 Tiger	Jeff Thomsen
OoB	Dewoitine D.520	Chris Wilson	2nd	A-4 Skyhawk	Dan Carey
Aircraft-1/48 Single Prop-Axis-Pacific Front			3rd	CT-33	Joseph Brown
1st	Ki-84 Frank	Denis Wilson	HM	Mig-21MF	Djordje Nikolic
2nd	N1K2-J George	Dave Sherill	OoB	Grumman F9F-2 Panther	Tom Hoard
3rd	Aichi D3A1	Terry Schuler	Aircraft-1/72 Multi Jet		
HM	N1KRex	Gary Jackson	1st	North American XB-70A	Jeff Thomsen
HM	N1K2-J George	Bob Windus	2nd	F-89D	Brian Medina

3rd	F2H Banshee	Brian Birk	Aircraft-Biplanes, Vintage 1/71 & larger		
OoB	Su-50	Brian Birk	1st	Albatros D.V	Jeff Thomsen
Aircraft-1/48 Multi Jet			2nd	Hansa Brandenburg W.29	Terry Davis
1st	Me 262 Test A/C	Walt Babst	3rd	LVGCV.1	Paul Dunham
2nd	F-15C Aggressor	Gary Meinert	HM	P-26A	Ken Murphy
3rd	RAF Tornado GR.1	Ricky Wong	HM	J2F-5 Duck	Walt Babst
HM	Ar 234C-3	Walt Babst	OoB	P-26A	Ken Murphy
HM	Sea Vixen	Brian Birk	Aircraft- Misc/Vac/ Conversion/ Scratchbuilt		
OoB	Sea Vixen	Brian Birk	1st	Convair YB-60	Jeff Thomsen
Aircraft-1/32 & Larger- Jet-Single Engine			2nd	Curtis "A" type Pusher	Harry Avis
1st	Harrier GR.7	Rory Pennington	3rd	NB-52A w/X-15	Jeff Thomsen
2nd	F-16C	George Pitter	HM	Goddard 1 Rocket	Jeff Thomsen
3rd	Harrier	Brody Coumont	HM	Savoia-Marchetti SM.79	Tim Nelson
OoB	Harrier GR.7	Rory Pennington	OoB	Savoia-Marchetti SM.79	Tim Nelson
Aircraft-1/32 & Larger- Jet-Twin Engine			Armor-1/35th<Closed Top to '45-Axis		
1st	Su-25 Frogfoot	Mike Millette	1st	Panzer IV F2	Russ Hillman
2nd	Mig-29	Brian Birk	2nd	Panzer II F	Mark Ford
3rd	Eurofighter	Brody Coumont	3rd	Jagdtiger	Phil Wyatt
OoB	F7U Cutlass	Rory Pennington	HM	Jagdpanzer IV L70 (v)	Mark Ford
Aircraft-Airliners/Civil/ Sport/ Racing - Single engine Prop			OoB	Tiger	Tom Morton
1st	Tipsy S-2	Alexander Biggley	Armor-1/35th<Closed Top to '45-Allied		
2nd	Zlin Z-526F	Alexander Biggley	1st	Churchill	Phil Wyatt
3rd	Pilatus PC-6	Terry Davis	2nd	Centaur	Phil Wyatt
HM	Yakovlev UT-1	Alexander Biggley	3rd	Polish TRS Tankette	George Bacon
OoB	North American T-6	Ken Murphy	HM	Hotchkiss H-35	George Bacon
Aircraft-Airliners/Civil/ Sport/ Racing - Multi engine Prop			HM	Stuart M3A1	Bruce McKinney
1st	F7F Tigercat Firebomber	Jeff Thomsen	Armor-1/35th<Closed Top after '45		
2nd	PC-3 Orion Firebomber	Tim Bradley	1st	M1A2 SEP V2	Brian Lockwood
3rd	DC-4	Paul Dunham	2nd	T-55	Ken Jackson
HM	DC-3/C-47	Tim Bradley	3rd	GTK Boxer	Anthony Froh
HM	DC-4	Paul Dunham	HM	Wiesel	Woody Sopheak
Aircraft-Airlines-jet			Armor-1/35th<Open Top		
1st	Simpsons Jet	George Ruscoff	1st	SdKfz 6/3 Diana	Mark Ford
2nd	Avro RJ85	Jeff Thomsen	2nd	Semeovente L40	George Bacon
3rd	Concorde	John Dutze	3rd	M18 Hellcat	George Stray
HM	DC-9	George Pitter	HM	Marder 1	George Bacon
Aircraft-Rotary Wing			OoB	M16 GMC	Doug Reed
1st	Focke Angelis FA 223	Herb Arnold	Armor-1/36th & Smaller, All Types (except 1/48)		
2nd	HO4S-3 Whirlwind	Gary Jackson	1st	NBfZ	Mike Kippenhan
3rd	UH-1N	Terry Davis	2nd	Type 95 HA-GO	Roy Schlicht
OoB	HO4S-3 Whirlwind	Gary Jackson	3rd	M4A2 Sherman	James Gray
Aircraft-Biplanes, Vintage 1/72 & smaller			HM	Type 97 CHI-HA	Roy Schlicht
1st	Curtis Hawk I	Herb Arnold	OoB	Type 97 CHI-HA	Andrew Birkbeck
2nd	Gotha G.II	Dan Smith	Armor-1/48th, All Types		
3rd	Polikarpov Po-2	Morgan Girling	1st	Staghound	Andrew Birkbeck
HM	Wright Flyer	John Lee	2nd	KV-II	Andrew Birkbeck
HM	Polikarpov I-90	Mike Howard	3rd	Tiger I Late	Walt Babst
			HM	KV-I	Andrew Birkbeck

HM	SdKfz 231 8 Rad	Walt Babst	Ships-Powered 1/349 & larger		
OoB	Staghound	Andrew Birkbeck	1st	Tugboat "Sophia"	Harry Avis
			2nd	U.S.S. Arizona	Rob Otero
			3rd	U.S.S. Monitor	Bill Speece
	Armor-Soft-skinned				
1st	WC-54 Dodge Ambulance	George Stray			
2nd	Bedford Truck	George Stray	Ships-Unpowered		
3rd	Landrover Ambulance	Brian Wadsworth	1st	H.M.S. Revenge	Dan Smith
HM	R75 Motorcycle w/sidecar	Jason Mills			
HM	BA-6 Armored Car	Mark Aldrich	Ships-Submarines, 1/73 & smaller		
	Armor-Towed Artillery & Missles		1st	Gato Class	Matt Enochs
1st	Somua w/Trailer	David Hansen	2nd	Alpha	Scott Kruize
2nd	88mm Flak 36	Dennis Wilson	3rd	U-Boat	George Ruscoff
3rd	French M34 25mm gun	George Bacon	HM	Alpha	Phillip Sheriden
HM	Old Dahlgreen gun	John Geigle			
	Armor-Misc, Conversions & Scratchbuilt		Ship-Submarines, 1/72 & larger		
1st	Komatsu Bulldozer	Walt Babst	1st	Japanese A-Target	Ed Pinnell
2nd	Minesweeper (armored)	Eric Christianson	2nd	U.S.S. Bowfin	David Gardner
3rd	Steyr 1500 w/20mm cannon	Phil Wyatt	3rd	Civil War Sub	Bill Frail
OoB	Flak 37	Djordje Nikolic			
	Figure-Less than 54mm		Auto-Factory Stock		
1st	Female Warrior w/Sword	Rebel Romero	1st	1963 Corvette Coupe	Paul Stedman
2nd	Feiya	Art Romero	2nd	Mercedes Factory Racer	Adam Crawford
3rd	Nasithe	Art Romero	3rd	1957 Porche 936A	Bill Glinski
	Figures-54mm & 1/35th		HM	1958 Ford Woody	Terry Davis
1st	BAR Gunner	George Stray	HM	1966 Ford Fairlane	Dale Schmitt
2nd	Civil War Private	Mike Cramer	OoB	1958 Chevy Impala	Gary Meinert
3rd	Ugly Betty	Jon Fincher			
HM	Polish Winged Hussar	Mike Cramer	Auto-Hot Rods		
HM	SSNCO	Jason Mills	1st	1948 Ford Custom Coupe	Dave Lawniczak
	Figures-Larger than 54mm		2nd	1932 Ford Sedan	David Fletcher
1st	Queen Elizabeth	Mike Cramer	3rd	1937 Ford Panel Delivery	David Fletcher
2nd	Cho-Son	Mike Cramer	HM	1972 Cutlass Supreme	Dave Lawniczak
3rd	Franz Joseph	Mike Cramer	OoB	Green Hornet T-Rod	Gary Dycke
HM	Czar Nicholas II	Mike Cramer			
HM	Uh-Oh, Sarge is Ticked	Steve Zuleski	Auto-Custom		
	Figures-Sci-Fi, All		1st	Ferrari Enzo FXX	Adam Crawford
1st	Kiss of the Dragon	Terry Moore	2nd	Custom 1987 T-Bird	Tom Krjick
2nd	The Devil 666	Paul Rathbun	3rd	Mini Rally Monte Carlo	Adam Crawford
3rd	Wicked Witch of the West	Terry Moore	HM	1971 Plymouth Duster	John Dutze
HM	Venom	George Tufnail	HM	Boat-tail T-Bird	John Dutze
	Ships-Powered 1/700th & smaller				
	No Entries		Auto-Pick-ups		
	Ships-Powered 1/699 to 1/350		1st	International Scout II	Bryan Guggemos
1st	U.S.S. Lexington	Roger Torgeson	2nd	Pickup	Dave Lawniczak
2nd	U.S.S. John Paul Jones	Steve Alvine	3rd	Mobile Hunting Lodge	Mike Millette
3rd	U.S.S. Brooklyn "1890"	Roger Torgeson	HM	Dodge	Dale Schmitt
HM	U.S.S. Paulding DD22	Matt Enochs			
			Auto - Commercial, Truck, Van, Fire, Rescue		
			1st	Kenworth Cabover/trailer	Dale Schmitt
			2nd	Weather Tow Truck	Dale Schmitt
			3rd	Chicago FD 1996 Crown Victoria	John Dutze
			HM	1941 Plymouth Little Rock	Terry Davis

Competition - Closed Wheel

1st	1949 Merc #54	Gary Davis
2nd	1955 Chevy #55	Gary Davis
3rd	1979 Pace Car	John Dutze
HM	1957 Corvette Gasser	Gary Dycke

Competition - Open Wheel

1st	1959 Dragster	Harry Avis
2nd	#321 1934 Ford Hard Top	Gary Davis
3rd	#4 Mustang Asphalt Modified	Gary Davis

Large Scale Autos/Trucks

1st	1907 130hp Fiat	Fred Fritz
2nd	1932 Rolls Royce	Robert Latimer
3rd	#92 Asphalt Midget & Trailer	Gary Davis

Motorcycles

1st	BMW R75	Walt Babst
2nd	DKW NZ350	Walt Babst
3rd	Crusader Custom Chopper	Laurie Tower

Space Fact

1st	Soyuz - Salyut	Tim Nelson
2nd	Soyuz	Morgan Girling
3rd	Manned Orbital Laboratory	Tim Nelson
HM	Apollo 11 Eagle LEM	Paul Peterson
HM	Jupiter Missile - Bioflight 2	Tim Nelson

Aerospace test/record breakers

1st	North American X-15	Bill Glinski
2nd	Rutan Space Ship One	Bill Glinski

Science Fiction-Vehicles

1st	M61 Semovente	Mike Millette
2nd	Klingon Bird of Prey	Chris Wilson
3rd	BSG75 - Battlestar Galactica	Scott Messer
HM	Vindicator	Mark Aldrich
HM	Bat Boat	Scott Messer
HM	Mk VII Viper	John Morel

Diorama-Aircraft

1st	EB-29 & XF-85	Herb Arnold
2nd	Canadian Airways Fairchild 71	Eric Hagedorn
3rd	F4U Corsair	Brody Coumont

Diorama-Auto

1st	Roadside Relics	Dale Schmitt
2nd	1962 Corvette clay model	Terry Davis
3rd	1890 Wagon	Dale Schmitt

Diorama-Armor

1st	Texas Ranger & the Alamo	Steve Zuleski
2nd	Really Sir, it's not safe out there	Jason Mills
3rd	Superman & Tiger	Paul Dunham
HM	Mariner, Battle for the Citadel	Steve Zuleski

Diorama-Sci-Fi, Space Fact

1st	Space Pirates	Steve Hilby
2nd	Alternative universe - WWII dead	Shawn Gehling

Diorama-Naval 1st

U.S.S. Milus & U.S.S. Reclaimer	Robert Riccitelli
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Diorama-Figures

1st	Knock & Talk	Steve Zuleski
2nd	The Passion	Mike Cramer
3rd	Counter Sniper Team	Shawn Gehling
HM	Commander's Conference	Gary Meinhert

Collections

1st	Post-WWII Shermans	Greg Buecher
2nd	Sikorsky H-60s	John King
3rd	F6F Hellcats	John Lee

Flights of Fancy

1st	Entwicklung Fahrzueg E-10	Anthony Froh
2nd	Eurofighter Typhoon	Steve Alvine
3rd	VK 45.02 (p)	Anthony Froh
HM	Horten Ho 229	Mike Kippenham
HM	Captain Horatio Lawnmower	Jeff Butler
OoB	Hughes HK-1	Ken Murphy

Animals/Dinos

1st	Stegosaurus	Paul Dunham
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Group Builds

1st	Martian Monks	Steve Hilby (et al)
2nd	Messerschmitt Bf 109G-4	John Williams

Miscellaneous

1st	Velocycle	Harry Avis
2nd	Hot Rod	Wes Parker
3rd	Road Hog	Steve Hilby
HM	A-6 Intruder Eggplane	John Lee
HM	Bf 110C Instrument Panel	Djordje Nikolic
OoB	Bf 110C Instrument Panel	John Lee

Mentored Models

1st	The Invasion	Lisa Nelson & Dad
2nd	The Landing	Lisa Nelson & Dad

Modelfy

1st	2857 Chevrolet	Brian Hennessey
2nd	Chevy Nomad Trailer	Mike Millette
3rd	Marlin Fishing Boat & Caddyfish	Morgan Girling

"Best of" Winners

<u>Award</u>	<u>Subject</u>	<u>Modeler</u>
Best Junior	Me 110	Mathew Gross
Best Aircraft	Hs 129 E1-R22	Bob Windus
Best Military Vehicle/Weapon	SdKfz 6/3 Diana	Mark Ford
Best Figure	Queen Elizabeth	Mike Cramer
Best Ship	U.S.S. Lexington	Roger Torgeson
Best Automotive	Kenworth K-123 Cabover	Dale Schmitt
Best Space Fact Exp./Sci-Fi	Kiss of Death	Terry Moore
Best Diorama/Vignette	Texas Ranger at the Alamo	Steve Zuleski
Modelfy (Best Fin'ish)	Chevy Zinger	Brian Hennessy
People's Choice	Tank Factory	Dave Price

Special Award Winners

<u>Award/Sponsor</u>	<u>Modeler</u>	<u>Subject</u>
Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle	Paul Stedman	'63 Corvette
Best Canadian Subject sponsored by IPMS Vancouver BC	Brian Birk	P-51D
Best British/Commonwealth Subject, by Robert Allen & Andrew Birkbeck	Ricky Wong	Gulf War Tornado
Best Submarine sponsored by Oregon Historical Modelers's Society	Ed Pinnell	IJN Midget Sub
Best Bare Metal Finish, IPMS/Tacoma Green Dragon/Les Sundt Memorial Chapter	Terry Schuler	B-25
Best Small Air Forces sponsored by Mike Millette & Mike Medrano	Djordje Nikolic	Yugoslavian Mig 21
Best Pearl Harbor to Midway sponsored by Tracy White	Ralph Braun	Japanese Zero
Best U.S. Subject sponsored by Norm Filer	Jeff Thomsen	XB-70
Best Fire/Life Safety sponsored by Seaside Fire Service	Brian Wadsworth	Land Rover
Best 1/32nd Scale Aircraft sponsored by Craftworks	Jeff Thomsen	Albatros D.V
Best Street Rod/Custom sponsored by IPMS/PSAMA	Dave Melcher	48 Ford Taildragger
Best Sci-Fi Subject sponsored by Galaxy Hobbies	John Morel	Viper Mk. VII
Best Armor in memorium Dale Moes sponsored by Laura Moes & George Stray	Mark Ford	SdKfz 6/3 Diana
Best WWII Artillery in memorium Dale Moes sponsored by Laura Moes & George Stray	George Bacon	French M34 Artillery
Best French Subject sponsored by Djordje Nikolic & Jacob Russell	Dave Hansen	French Somua MCL5
Best German Subject sponsored by Andrew Bertschi & Jon Fincher	Ross Hillman	Panzer IV F2
Best Italian Subject sponsored by Stephen Tontoni & Will Perry	Scott Carpenter	Fiat G.55 Centauro
Best Japanese Subject sponsored by Charlie Sorensen & Tim Nelson	Walt Babst	Kumatsu Dozer
Powderpuff Award sponsored by Sabrina Fincher & Jill Moore	Rebel Romero	Female Fighter



Show Photos by Norm Filer (except as indicated)

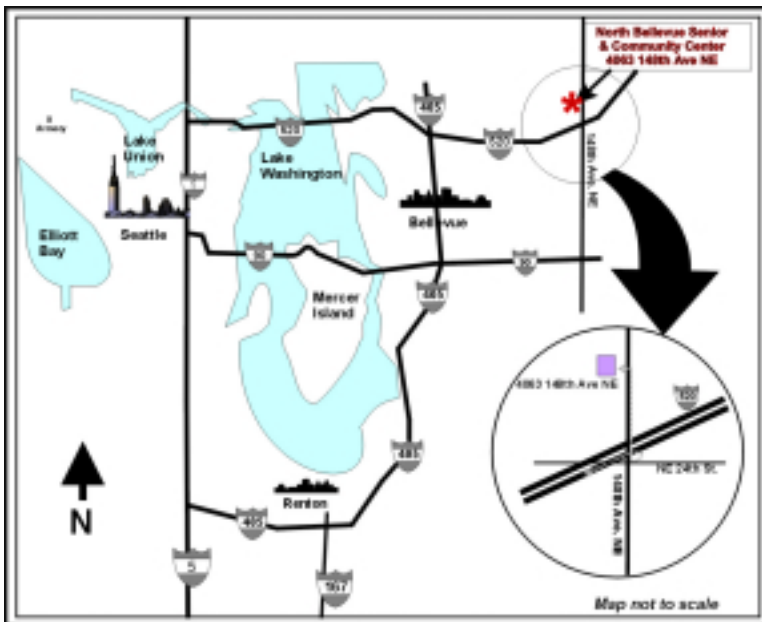


*The impressive turnout from our OHMS friends.
(photo courtesy of OHMS)*



Meeting Reminder

May 12



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.