



IPMS SEATTLE

NEXT MEETING: OCTOBER 12
10AM Business Meeting
10:30AM General Meeting

Meeting Location:
3612 201st Pl SW Lynnwood

INTERNATIONAL PLASTIC MODELERS' SOCIETY

Harry Avis, President Jack Kline, Vice President Alex Tula, Sec/Treasurer

Note that the location for the October meeting has been changed!!! See below

SEPTEMBER MEETING

The primary topic of discussion at the September meeting was the search for a new meeting location. The cost of meeting at the Museum of Flight was soon to be increased to \$35 per meeting which is more than our budget can handle. The members in attendance were asked to scout for possible meeting locations, the primary objective to keep the costs as low as possible per meeting and to find a location that will let us meet regularly. Hopefully we will have 20 alternatives for a meeting place.

We had a very nice selection of models from John Greer, Bill Osborn, Ric Heinbaugh and others at the meeting, including some winners from the previous weeks CanAm.

OCTOBER MEETING

The October meeting was to be scheduled for the Mercer Island Rec Center but late last week, Harry Avis found out that they were raising their meeting hall costs also...to even higher than the Museum of Flight room rental costs. So, the executive committee took Jill Moore's offer to use her house for the October meeting.

The primary topic of discussion will still be looking for a place to meet. At the conclusion of the regular meeting the Executive Board is going to go investigate possible meeting places. Everyone is invited to attend.

There is plenty of room for a meeting, a place to work on models, and a place for you to bring finished models. This months subject for completed(or started) models is: Dioramas. If you have started a diorama or vignette or are assembling a model with a driver or pilot or mechanic, please bring it to the meeting.

See back page for driver directions

NOW FOR THE GOOD STUFF...

THE TRAVELS, TRIALS, AND TRIBULATIONS OF
OSBORN AND GREER
OR
SEARCHING FOR AERODROMES IN JOLLIE OLDE ENGLANDE

First, let it be said that we went to England for several reasons -- one of those being to search out various aviation museums, etc. Second, it should be recorded that we took our wives with us -- (oh, sacrifice, sacrifice!!) Third, note that several score of Scottish sheep made a definite contribution (in wool -- in wool!!) to our baggage for the return trip.

Now that that is settled, on to the business at hand -- the searching out and discovery of aviation museums in England. Our first stop -- quite by accident -- was ~~Tangmere~~. We happened on it while on our way to Portsmouth. The name itself brings goose bumps to any WW II enthusiast. The actuality is something else. Here is one of the most famous of the Battle of Britain bases -- and it is nothing but a Quonset hut or two with considerable piles of relic parts -- a Typhoon prop here, a Hurricane elevator there, etc. Disappointing.

Then we reached Yeovilton. A word of caution -- don't try to find a place to stay at Yeovilton -- there aren't any. We ended up at a lovely 350 year old bed and breakfast place ten miles away. Yeovilton itself is great. It is an operational RNAS with museum attached. Much good stuff, white painted ceilings, and clearance to use flash. Special oohs and aahs for the Attacker and Seahawk which were pristine to say the least. (Even if they are jets.)

Next, after several side trips for non-aviation stuff, London. The Imperial War Museum is definitely worth a visit, well displayed if crowded. Especially the Mossie (minus one wing), which hangs over your head. A trip by subway gets you to Hendon -- plan for at least a day. There are three museums there all together, and they are all together -- within spitting distance. -- The Royal Air Force, the Battle of Britain, and The Bomber Command. The restorations in all of them are marvelous -- beautifully done and very authentic. My personal favorites were the Defiant (imagine reaching out and touching the last of the turret fighters), the Sunderland, (what a hulk), the Bf. 109E (beautifully done), and especially walking into Bomber Command Museum and standing face to face with S for Sugar -- a real live Lanc -- goose bump time again. Other a/c of note included a series of Hawker biplanes and an E.E. Lightning Mk ? with a unique dorsal fin.

On to Duxford and Biggleswade. First, Biggleswade -- which is a bear to find. It is the home field of the Shuttlesworth Trust, where all the airplanes fly. There is no way to say enough about the people there. You just walk in and say "Hi. We're Yanks and we like old airplanes", or words to that effect and before you know it you're behind the scenes in the shops. The volunteers who work on the planes there are really anxious to show off what they are working on. The Spitfire there is the best of them all -- it's a working airplane -- stained, and scratched all over, and it's prettier by far than all the super clean ones at the other museums. Also of note there is the collection of various DeHavilland Moth variants.

Duxford is the home of the Imperial War Museum's aviation collection. Fantastic, and not to be missed. It's about an hour out of London. Problems include overcrowding and poor lights. We were lucky. We hit it the day after

the Queen Mother's visit and the Battle of Britain Memorial Flight was in residence. We were there when they took off. If you haven't seen a Lancaster take off, you haven't lived.

Next stop was Stoke-on-Trent. We were there to keep the ladies from filing for divorce -- they wanted to see crystal or something like that -- and we bumped into the local Spitfire Museum. The joke was definitely on us. The total museum was a glass house with a Spit XVIe on a pedestal. The guns were fake, and the pedestal was mislocated so that the airplane had to have its rudder cranked to keep it from breaking out of the building.

Finally, RAF Cosford. Again, a working RAF station with a great deal of super stuff. Unfortunately, the most crowded and poorly lit yet. Several 1950's experimentals but almost impossible to photograph due to the conditions. Some aircraft, including a Me. 410 were outdoors -- good for photos, but it makes you wonder how long they will last. Also a York there.

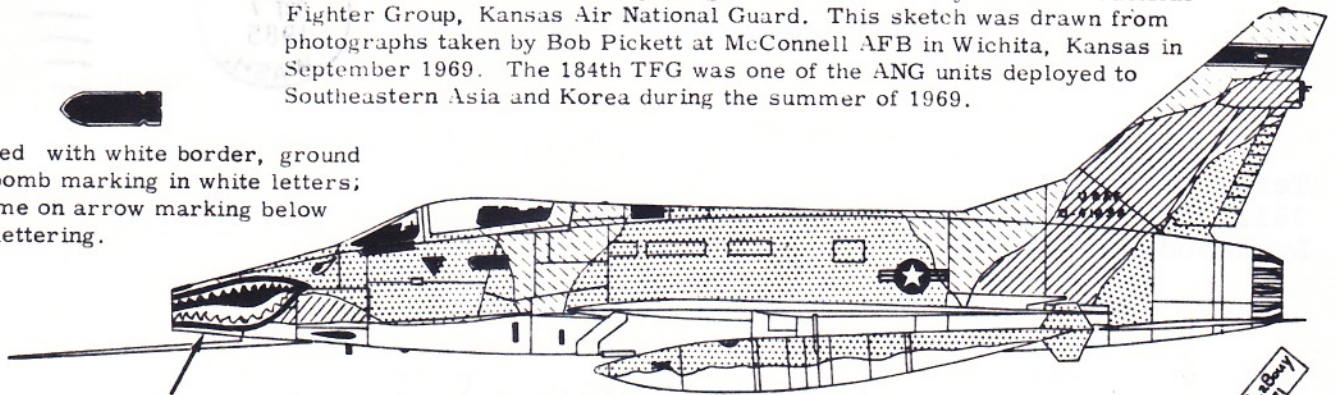
Several notes of the "You never know when you'll see an airplane" variety. First, driving along a ridge, just about to enter the valley of Stoke-on-Trent, a sound! And blasting right by in front of us was a Harrier. Evidently they don't have the same altitude restrictions we have. Second, driving through the moors of Scotland, through a pass in the mountains, and right at us come three C-130's -- one in RAF markings, and the other two with no markings at all -- most unusual. Third, playing golf at St. Andrews -- right across the bay from RAF Leuchars, which is a NATO field -- Phantoms, Jaguars, an F-111, and a Nimrod, to name a few. Awfully hard to concentrate on golf.

In conclusion: GO! GO! GO! Especially if you're a WW II nut, but even if you prefer other eras (there's no accounting for taste) All the pictures in the world, and all the words ever written don't equal the feeling you get standing next to the real thing -- and in many cases, the only real thing left in the world is in one of the museums in England.

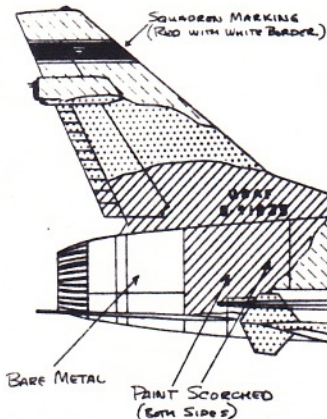
TIGER MOUTH F-100

The F-100C drawn here is depicting an aircraft flown by the 184th Tactical Fighter Group, Kansas Air National Guard. This sketch was drawn from photographs taken by Bob Pickett at McConnell AFB in Wichita, Kansas in September 1969. The 184th TFG was one of the ANG units deployed to Southeastern Asia and Korea during the summer of 1969.

Name Plates: Red with white border, ground crew names on bomb marking in white letters; aircraft pilot name on arrow marking below canopy in white lettering.



Mouth Detail: Mouth border - med. blue
Teeth - white
Inside mouth - top portion, dark blue
bottom portion, red
Eyes - white, with dark blue border



GREEN (34079)	GREEN (34102)	TAN (30219)	GRAY (36622)

OCTOBER MEETING MAP
& DRIVER DIRECTIONS

From Northbound I-5 take the 44th Ave. W., Lynnwood exit. Drive through the intersection at 44th to 204th. Drive East on 204th to Poplar and turn left. Drive North on Poplar to Birch and turn left on to Birch Follow the map to the blue house with the defoliating maple. From Bellevue take the Seattle exit from Northbound I-405 to Southbound I-5. Continue South on I-5 to the Lynnwood exit. Off the exit turn left onto 196th SW, cross over the freeway and turn right onto Poplar. Drive to Birch and turn right, then follow the map. There is plenty of parking!!

