



IPMS SEATTLE

INTERNATIONAL PLASTIC MODELERS' SOCIETY

RETURN ADDRESS:

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C/O ANDREW C. BI
AUG 3
13209 N.E. 98TH ST
SEATTLE, WA 98115



James J. Schubert
330 173rd Pl NE
Bellevue WA 98008





1992 IPMS-USA Convention

July 9-12, 1992

P.O. Box 15329

Seattle, WA 98115-0329

Tuesday, July 14, 1992

CONGRATULATIONS! To the IPMS-Seattle members, I want to thank you for your collective efforts during our 1992 IPMS-USA National Convention, which was an outstanding success. The '92 Convention was a grand salute to over two and a half years' efforts and planning. From the many IPMS members, guests and vendors I heard nothing but praise. That praise is yours.

The organization we had for this year's Convention and the manner in which it was carried out was an overwhelming success and a tribute to your efforts. You put in long hours of work in registration of visitors, stuffing envelopes, set-up of tables, registration of models, tours, security for the rooms, assisting vendors and running a multitude of errands. To a person, our guests complimented our organization, planning and especially the cheerful friendly service provided by our local convention staff. I also want to again acknowledge the untiring efforts of Andrew, Twyla and Terry, which were evident throughout the Convention.

From early Wednesday morning through Sunday afternoon, everything ran smoothly, we had a good time and made many new friends. I hope you will also find that you increased your understanding of our modeling society, your skills and the enjoyment of modeling on an expanded level. This was a true international event, with modelers visiting from many different nations and the possibility of our Convention having a role in a forthcoming motion picture. In several respects, our Seattle Convention will serve as the model against which future Conventions will be measured.

In the opinions of the "old timers" and judges the modelling skills demonstrated were excellent and continue to demonstrate a significant increase in the modeling achievements of our members. Those who were only bystanders missed out on the modeling opportunity of a lifetime in our own community.

You are each entitled to feel an immense sense of pride and accomplishment. Your 1992 IPMS-USA Convention has set many new benchmarks which will continue to provide an organizational model for the entire Society and future Conventions. Unfortunately, I am away from Seattle and will not be back until mid August and unable to thank you each personally. Each of you who participated share in the pride of these accomplishments. Your efforts were outstanding. Thank you!

Thanks again - *very much*,

Bob LaBouy
'92 Convention Chairman

IPMS SEATTLE NEWSLETTER

AUGUST 1992

MEETING SCHEDULE: Saturday, August 8th, 10:00 am
Bellevue Public Library

Well folks, there you have it, a "Well Done" from the Chairman!! And might I add that I for one fully and resoundingly concur with everything said in the Chairman's Note. IPMS Seattle can truly be proud of the turnout by our members in support of the 1992 IPMS/USA National Convention. Those of you who managed to chip in some of your time, and there were over 40 of you who did, deserve every credit for the work you put in. To a man you were all the model of good Convention hosts, and I heard NOTHING but praise for how helpful, cheerful and mellow we all were. An out of town visitor even complimented our King County Police officers doing security detail, saying that if even the cops are mellow, then it must be a great Convention!!

And how well did we actually do? Well, let's start with the bare statistics:

625 Registered Conventioneers
1,135 Registered Models
Over 500 walk-ins plus over 100 "Families" (three of more people from the same family)
Well over 100 vendor tables
All tours sold out
374 for the Banquet

Of the 625 Registered guests at the Convention, these folk represented the following regions:

43 US States
6 Canadian Provinces
Mexico, Brazil, Argentina, England
France, Holland, Turkey, Hungary,
Hong Kong, Japan, Australia

Quite the "International" Plastic Modelers Convention!!!

As for the models in the Contest, firstly let me congratulate all those from IPMS Seattle who managed to participate in this massive Contest. For those of us who actually managed to place, a hearty "Well Done", for the competition was stiff in most categories. Without a doubt we managed to hold our own in many areas in what is surely the largest event of its kind in North America.

And what works of art many of the models were!! For you armor buffs, what did you make of that gargantuan WWII German Stug III !!!! Winner of the "Peoples Choice" and Judges' "Best In Show" Awards. Or for the aircraft fans, the scratch-built WWI Avro bomber, winner of at least three major awards. But then these were just the tip of the talent iceberg, for everywhere I turned modeling gems just leapt from every table. The real tragedy is that due to my hectic work schedule, I was unable to spend anywhere near as much time as I had planned in the Contest Room. People afterwards would say "did you see the so and so" to which I would respond, "Damn, must have missed that one".... So be it, and such are the problems when you are an organizer.

What the Contest did do was allow me to see just where some of us

are taking the hobby in terms of skill levels, and gave me hundreds of great tips and ideas for my own work. I know that the Monday following the Convention, my Brother Adrian and I spent five hours down in the basement working on a kit purchased at the Convention!!! Since then I have started two more and due to inspiration from the Convention, they cover a multitude of areas: a 1/16th Ferrari F40 automobile, an Me 262 in 48th scale, and a 1/35th scale World War One Italian tankette. You can't say your Secretary doesn't try a little of everything!!!!

Hopefully many of you were able to participate in spending your hard earned loot in the Vendor Hall. I managed to blow less than \$150.00, which was a major achievement, again due to time commitments elsewhere. I was sorely tempted to drop \$500 or so on some superb resin armor pieces, but luckily talked myself out of the idea. I am going to England in November, and wanted some spending money for that trip.

Most of the vendors I talked to seemed quite happy with the way things were organized and run. Sales-wise it was a mixed bag, some major vendors reporting that it was the best Convention ever for them, others grumbling otherwise. Most of the latter were those selling questionable "collectables", something that rarely goes over well with "builders". Most "collectables" are not buildable, many having been replaced recently by far superior kits of the same subject. But such is the life of the capitalist vendor, and most as I say had a great time.

The tours on offer at the Convention were for the most part a great success. Even the one that was a bit soggy was great fun, this being Whidbey NAS, the heavens deciding to open up with rain on our tourists that day. This said, Whidbey was still a great success. As for the Bangor tour, the submariners returned grinning from ear to ear, and babbling something about "the screws, the screws, they showed us the screws!!!". This jibberish apparently referred to the fact that there was a nuclear sub in dry-dock, and those silly Navy boys decided to give our guys a thrill by uncovering the propellers ("screws" in Navyspeak), these being about the most secret thing on such a vessel. Glad such simple things amuse these folk. The Boeing and Ft. Lewis/McChord tours also were much appreciated by those who partook. My thanks to those fine gentlemen who led these tours, for you did a great job.

I hope those of you in attendance managed to meet a few interesting modelers from out of state. I had a wonderful time talking to a great variety of folk, from a retired school teacher from France, to a very tall chap from Brazil whose English was just good enough to hold a modeling conversation. We modelers use rather simple, universal words such as "Tamiya, sprue, Weld On, weathering" etc. Also some very nice folk from the UK who I hope to meet up with come November, as well as scores of US modelers from all over the nation.

Of great pleasure for me was the opportunity I had of meeting representatives of the Region VII Chapters with whom I have been corresponding on your behalf for the past two years. We had a great chat around beer and pretzels, and made tentative plans for our Region into next year. For what it is worth, IPMS Seattle will be host in April 1993 to the Region VII Recon, this being an attempt to revive the yearly Can/Am, in conjunction with IPMS Vancouver. Vancouver will tap the early modeling season activity in October, Seattle the winter and spring month's work. Should be interesting, and certainly a million times easier to organize than a full blown Convention. For a start it is only one day's activity, no pre-registrations, no tours, no banquet, no seminars, only a couple of vendors. What could be easier..... Stay tuned!!

THE CONTEST, AND THE JUDGING

The one sour spot in the Convention for me was the guy who couldn't take the fact that his 1/48th F-4 Phantom was judged by three of his

peers to be a Third Place winner, rather than First or Second. Judging by the state this fellow worked himself into, and the profanity emanating from his lips, he had obviously gotten up on the wrong side of the bed of life. For those of you who wonder what it is that goes on amongst the judges and the judging, here now a brief word from one who was there: your humble narrator, keelhauled into being a judge because only seven armor judges showed up at the Convention.

Firstly, let me say for the slower ones amongst us, I was an armor judge. I had nothing to do with your aircraft or automobile not placing. However, we use the same judging methods in judging armor models and dioramas as others do with ships, sci fi or aircraft.

Some categories are easy to judge, usually because they draw little participation, and there are usually one or two outstanding models present, and you just have to sort out who comes Third. However, these categories are few and far between, for the Society does its best to eliminate poorly entered categories. This leaves the bulk of the categories, well entered, with many quality models to decide amongst.

The first thing we do is eliminate those models with glaring faults: glue marks, poorly filled seams, aircraft with lopsided anedral or dihedral, silvered decals, tank tracks that bow inwards or outwards. These are all basic modeling flaws, and are often not noticed until you really start looking for them, and know where to look. Once you have eliminated models with basic flaws, you might still be left with as many as ten very well constructed models. This is usually where the arguments start, and the accusations fly, for John Doe will complain bitterly that there is nothing wrong with his model, so why didn't he win. And he is correct in his statement about the model, for there might not be "anything wrong" with it. The problem, as mentioned above, is that there are ten such models, and we only have room for maybe five to be awarded something. In the case of the judges, it usually comes down to this: who now added MORE to the basic kit than the other, and who did the MOST DETAILED additions.

Now adding details willy nilly gets you nothing unless the work is WELL DONE. Also, ten simple additions or improvements, such as drilling out gun barrels, adding a rolled tarp, or adding a little stretched sprue for rigging will not impress the judges as much as superdetailing the cockpit or turning a Ju 87D into a Ju 87A, using the 1960's Airfix kit in 1/72nd!! In other words, we look for the amount of additional work, degree of difficulty of additions attempted, and quality and originality of the craftsmanship. It is here that Mr Phantom parted company with the Judges. He felt that because he had done "tons of work", he should have automatically won. Problem was that some of that work was not done to a high degree of quality, and much of it was not overly original, nor to the degree of difficulty attempted (and finely executed) by the two modelers whose work took First and Second.

Worst of all, Mr Phantom took the Third Placing as a direct slap in the face, a blow to the ego. "Because I am a great modeler, because I spent a lot of time on this project, I deserve a First". Time spent, effort expended and ego invested do not maketh a guaranteed winner. Nor should you be offended by placing anywhere in a Competition when the quality of the participants is uniformly high. I managed to come away with an award at this Convention, and am tickled pink, for I had not planned on getting anything, and feel damned honored that the Judges saw fit to give me a momento for my efforts. But then, I built for my own satisfaction, entering the Contest to help make it a success. Mr Phantom arrived with a ton of emotional baggage hanging on each aircraft hardpoint, he and his buddies no doubt already having convinced themselves they had won before they even entered the room. "After all Bill, you spent ten months on the thing, and look at the detail....." Forgetting that someone else might just have spent two years on a similar project, having tackled a few more intricate areas, with just a little sharper skill. All the winners did a superb job, the Judges deciding

amongst themselves that the person they placed First having done a little something extra. So be it, and that is how it is done for the individual models.

For the Dioramas, things get a little more complex. Rather than just strength of craftsmanship on the individual models and figures etc, equally important is the strength of the "story line". No matter how brilliantly finished a diorama, if there is not a strong story line, chances of placing are not great. And a column of armored vehicles rumbling down a road, or two mechanics working on an aircraft do not make for riveting story lines. So if you are into Diorama building for Competition, you honestly need to put as much thought into an interesting story line as to modeling craftsmanship. No joke.

And now to a personal criticism as a judge to many other judges in the room that Saturday morning. Why in the world do so many of you feel it necessary to pick up the models to try and look underneath!?!? This was one area of the Convention that did draw criticism from attendees, and was something for which IPMS Seattle bares absolutely no blame whatsoever. One reason for the criticism by the way is that a number of models were damaged, with no apologies from the judges to the individual modelers.

Models are picked up by the judges, I believe, for two reasons: Firstly, the judges, like many of us, are keen to see the craftsmanship under wings and tank hulls. After all, if someone did a great job "on top", curiosity demands that we sneak a look underneath to see the great work done there as well. This is a bit elitist if you ask me, for if anyone besides a judge does this, they will find their butt bounced right out into the parking lot!! On a number of occasions I heard the dreaded words when a person was confronted by another modeler for doing something "illegal": "It's okay, I'm a judge....." Crappolla my friends, crappolla.

In my view a judge has no right to break the conventions of good model viewing UNLESS it is necessary to further the cause of his job: Judging models. And there is only ONE reason a judge needs to lift up a model, no other excuse is justifiable: if the judges find themselves with more great models than awards to give, having looked at the models from all regular angles, then it behooves them to GENTLY lift them up to look at the work underneath to try and eliminate some of the competition. This allows them to see the lazy modeler's work, with "Monogram c1990" still stamped on the bottom wing, or "Tamiya" on the bottom of the tank hull. This said, there is NO EXCUSE whatsoever for lifting up a model if you can decide the results of a category from what you can see from topside. In this area of the judging I believe some strong words need to be aimed at the judging staff. Other than this, I feel we judges do a damned good job, doing our best to pick what three good men feel are the winners in often highly contested categories loaded down with excellent models. And like everything in volunteer organizations, if you feel you can do a better job, by all means sign up to help us out.

"IN THE LINE OF FIRE"

For those who did not attend the Convention on Saturday, July 11th, you missed a unique opportunity. On that day, a film crew was busy at work capturing scenes from our great Convention for hopeful use in an upcoming Clint Eastwood movie, "In the Line of Fire". I had the pleasure of spending some time both on the telephone and in person discussing the exercise with the film's Producer, Mr. David Valdes.

The story line behind the picture is as follows: the character played by Eastwood is a Secret Service guy, who was in charge of the Presidential Security Detail the day Kennedy was assassinated in Dallas.

Given that the Secret Service's job is to get "in the line of fire" of such attempts, Eastwood rather blew the assignment to say the least. Ever since he has been on this massive guilt trip. Cut to an election year in the early 1990's, and Eastwood's character is back in charge of the Presidential protection detail when word comes in that an assassin is moving in for an attempt on the President. Well, old Clint is now in a real gut-rending mess: will he blow it again? What to do, and how to do it? As the plot thickens, it turns out that Mr Assassin is also Mr Modeler!!! Apparently a few years back there was this VERY disgruntled modeler at a national convention (Mr. Phantom?) who announced over a Bud and pretzels that he was really going to mess the current President over big time (turns out the President at the time was a Congressman from Maine, and the Head Aircraft judge at the Convention.....just kidding). Well, to make a long story short, Clint clicks to the fact that the bad guy IS a modeler, and that there is an upcoming modeling Convention, so goes off to the Convention to see if he can spot who it might be. Hence the need for shots of a modeling Convention, which will be edited into scenes with Eastwood so it looks like he actually attended our Convention. Seattle '92 immortalized on celluloid!!!! Watch for the movie to be released next summer, and flood Castle Rock Pictures with bad fan mail if they don't include the shots of the Convention!!! If they do, you might be in the movies, Two Thumbs Up if that is the case...

B-17 PROJECT

And now for something completely different. Sort of. Two years ago, an attempt was made to get together a group of 1/48th scale US Navy aircraft for an IPMS Seattle display for the IPMS Vancouver Fall Show. A couple of you did a lot of work, so we managed to get close to ten models, which were displayed on an excellent base which if memory serves me was made by member Bill Gruner. For their efforts, the Club received a number of very positive compliments from people attending the Show.

Unfortunately at the time I was working on raising funds to launch our work on the 1992 Convention, so could not devote my full attention to shepherding the project. Well, the Convention is over, and I for one am willing, ready and able to launch fully into another such project: a collection of B-17's, probably the most famous product ever to come out of the Seattle area. What better subject for IPMS Seattle to work on in launching what I hope will be a continuing series of such projects. And as further incentive, for those volunteering their talents and time for this task, I have managed to track down two each of the following: B-17B/C/D/F/G, from Minicraft and Hasegawa. THESE WILL BE AWARDED FREE OF CHARGE TO THOSE VOLUNTEERING FOR THE ASSIGNMENT. IPMS Seattle will also reimburse you for decals should you wish to use ones other than those which are provided for in the kit.

The catch is that the kits MUST be finished in time for the upcoming IPMS Vancouver Fall Show, October 3rd. If you miss the deadline, not only will you let your fellow modelers down, but we will ask you to fully refund the price of the kit. Fair is fair, so don't commit unless you can deliver. This gives you two full months, or over 60 days. At even an hour a day average, this will allow ample time for even the slowest amongst us. The models will form a giant eye-catching display up in Canada, with IPMS Vancouver having already promised us tables for displaying our work. Have a think about it, and give me a call if you are interested, first come first served. (522-3539) Between now and then, give the project some thought, for I want to nail down the decal schemes you will do so as to avoid overlap. PS: I'M doing the B-17C in Royal Air Force markings...

For those not into 1/72nd multi engined bombers, we have two more Club projects fully planned, and the kits purchased: 1/48th Focke Wulf Fw 190's, and for you auto nuts and also for a change of pace, 1/24th Formula One racers. More discussion about this at the August meeting, so make sure to turn up if you want to participate in any of these projects for which the kits are provided FREE.

AUGUST MEETING: NO VENDORS

Since most of us dropped a bundle at the Convention for kits, books and accessories, and because we need the space: there will be no selling of ANYTHING at the August meeting. Also on the agenda will be a proposal to allow selling at only every other Club meeting until the problem of space shortage is worked out. Again, regarding the matter of space shortage, I ask members to put some thought into an alternate sight for our Club meetings in the Bellevue area, even if it means that we have to pay for the space each month. We can now afford this option, due to success at the Convention from a financial standpoint. We picked up 12 new members due to our efforts at the Convention, and we already had a crowding problem at the meetings.

UPCOMING EVENTS

The IPMS Vancouver Fall Show is set for Saturday, October 3rd, as mentioned earlier. The site for the Show will be the Sheraton Inn Burnaby, 4331 Dominion (Canada Way at Willingdon), Burnaby, B.C. The following are to be the "Special Award" Categories:

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|--|----------------------------------|
| 1/ Best Naval Subject | 2/ Best Camaro Car Model |
| 2/ Best Armor Diorama | 4/ Best Soft-Skin/Open Top AFV |
| 5/ Best Drag Racing Subject | 6/ Best Golden Age Aircraft |
| 7/ Best NASCAR Racing Subject | 8/ Best Use of an Airbrush |
| 9/ Best Figure | 10/ Best "North American Co" A/C |
| 11/ Best North African Campaign Subject (50th Anniversary) | |
| 12/ Masters Award: for any model that has previously placed at any previous IPMS Show: Local, Regional or National | |
| 13/ Best RCAF Subject | |
| 14/ Best of Show Junior | 15/ Best of Show Senior |
| 15/ Peoples Choice Award | |

Plus the scores of regular category awards.

It gives me great pleasure to announce that IPMS Seattle will be a major sponsor of the Vancouver Show, sponsoring seven of the above categories, along with providing door prizes for their raffle.

And speaking of Raffles, it gives me great pleasure and pride to announce the results of the IPMS/USA 1992 Convention Raffle, all funds earmarked for the local children's charity, "Childhaven", a refuge for youngsters suffering from one of society's biggest crimes: child abuse. With the help of IPMS Anchorage, who provided the Grand Prize of the 1/8th scale Ferrari Testarosa car kit, as well as VLS Inc, and a number of vendors at the Convention, we had a great number of excellent prizes. With the help of the Convention attendees, who bought the tickets, we raised \$950.00, and this will be matched by IPMS Seattle from the Convention proceeds dollar for dollar, bringing our donation for Childhaven to \$1,900.00!!!! A hearty WELL DONE to all those who participated in this event, and my congratulations to local modeler Robert Allen, who staggered away towards his car with a rather large car model box in his arms, and a stunned look of pleasure on his face. Of course we expect to see the thing completed and to the Club meeting by

September, right Roberto!!

Also while on the subject of raffles and door prizes, a little announcement on the IPMS Seattle monthly meeting door prizes. Traditionally, we have charged 50 cents a ticket for our door prize drawing, designed to raise funds for the Club. Of late, the funds rolling in have barely covered the value of the prizes given away, raising less than \$15.00 a meeting. Given that we have a few door prizes left over from the Convention, and the fact that the Club has a couple of bucks in the Treasury, we are changing the rules on the Door Prize starting with the August Meeting. This is being done with the thought of encouraging what we all like to see most: lots of built models turning up each month. Effective August, the Door Prize drawing will be open to only one group of members: those who actually bring in a recently finished model. For your efforts you will be given one prize ticket for each model brought, maximum three tickets. The Club Executive will be watching for those "recycling" models brought on previous occasions, or obviously not "recently completed". This and the already mentioned "Club Projects" are being embarked upon in an effort to encourage our members to participate in Club activities, the primary one being building models!!

To let you know in advance the quality of the prizes, this month's door prize winner will pick one model from the following list:

DML 1/350th Soviet Typhoon SSN	Tamiya 1/24th Porsche 962C
AMT 1/25th Dodge Viper RT/10	Hasegawa 1/72nd F-14D
AMT/ESCI 1/72nd AC 130H Gun Ship	DML 1/35th Soviet T-80U
Revell 1/48th A-6E Intruder	Model USN 1/48th L-19/O-1 Bird Dog
Hasegawa 1/72nd Fw 190-A8	Minicraft 1/35th Merkava II MBT
Minicraft 1/72nd B-29	Verlinden Warmachines #12 MLRS

The above covers the four largest categories of models built by our members: aircraft, armor, ships and autos. Surely something for almost everyone.

We now come to a technical glitch that resulted from an oversight by yours truly, and caused unfortunately by my long suffering wife: the names of 9 of the new members signed up at the Convention are neatly listed in the Club's financial ledger. Tragically, their addresses and phone numbers were lost during reloading of files from the Convention computer to my computer. So here is my request: below are the names, could our members do me the favor of checking your local telephone books to see if you can find their phone numbers. These new members are scattered from Everett to Olympia, from Seattle to Tukwila. We want them to turn up to our meetings and not think we have just stiffed them for their dues.

Ed Hesner	Doug Edwards	Donald Hayashi
John Shea	Bob Cox	Grant Swinford
Andrew Wilson	Kevin Arent	Dave Hymas

Hopefully these folk will just turn up at the meeting, as they were told when and where. But if we can track them down before hand, this would be even better. Give it a try, as it would be most appreciated.

Otherwise, see you all at the August meeting.

PS I have heard rumors that there might be a model contest in the Whidbey Island area sometime in September. Anyone with any information?