

I.P.M.S. SEATTLE

JUNE 1993 NEWSLETTER

NEXT MEETING: Good Question

Unfortunately due to a speedily arranged trip to New Zealand to attend a funeral, I was unable to attend the last meeting. However, as was mentioned by Terry Moore, our beloved Prez., the next club "meeting" will be informal, as we will be all meeting (hopefully) at the Museum of Flight for their "MODEL SHOW '93", Saturday June 5th. Model Entry Registration is from 10 am until 11:45 am, with the Award Presentation set for 3 pm. Last year's event saw a good turnout, and it would be great to see IPMS Seattle modelers out in force this year.

Regarding a July IPMS meeting, this is still up in the air at the moment. The Bellevue Public Library is scheduled to be moving to its new location in the month of June and the person I talked to in early May said they hoped to be in place by the middle of July. I will continue to contact the Library on a bi-weekly basis until I get a definitive answer as to when IPMS Seattle can next hold a meeting there. What is clear is that the new library building has MULTIPLE meeting rooms, one being as large as our present facility, then a number of smaller rooms for parties of around 12 - 20 people. This MIGHT ease our problems of meeting time availability IF, and ONLY IF, the groups we have been competing with for space have been small?????? Stay tuned.

WHY WE SHOULD LOVE MODEL CONTESTS

There has been a background debate amongst local modelers as to the desirability of model contests. The main topic of discussion seems to center around the word "contest", the pitting of one's models against those of other modelers. The "anti-contest" folk seeing this as some sort of Gladiator battle in the Roman Arena, with the Gladiators being our fragile egos, to be hacked at and pierced by the swords and spears of the Judges. The carnage visible to all once the Judging has been completed, our egos battered, bloodied, cut to ribbons..... Now if you do have a fragile ego, then the above analogy is quite apt. In this case, should your models "not be good enough" logic would dictate that you keep your models in the dim light of your hobby room where no one else can see them. HOWEVER, if like me you ENJOY seeing models built by others, then you have a DUTY to bring your own works along to such contests in order that they become a success. Without lots of entries, model contests will fail to raise the funds necessary to be profitable, and successful. Ergo, if you don't enter YOUR models, the contests will be flops, and you won't be able to see the works of OTHERS.

Now the reason I enjoy seeing lots of models built by other folk is that I wish to IMPROVE my own building, painting, decaling and weathering techniques. I can read every book ever written about improving my techniques, but these are just words on a page, with the

odd two dimensional picture. NOTHING beats the real thing, and ONLY at model contests do modelers and their models congregate in large numbers. At Contests you can see the results of the techniques, talk to the builders to see how they achieved their results, and present your own efforts to the critical eye of the viewing public. I believe that only by viewing the work of others, as well as asking for (friendly) critical reviews regarding your own work, can you improve your techniques. This is why I believe in model contests, and why I believe we should all actively participate in them by entering our best work.

WHATEVER HAPPENED TO ALL THOSE MODELS....

At the recently held Recon VII Contest here in Seattle, one of the big surprises for me was the lack of models of multi-engined WWII bombers. In all scales, only one turned up, a B-17 by Les Sundt of Tacoma. "Where were all the rest?", I asked myself. After all, Minicraft has made a big name for themselves producing excellent examples in 72nd scale of well-known multi-engined aircraft from WWII. Their B-24's have been out now for three years, their B-17's for two years, and their B-29 for a full year. Hundreds and hundreds of these kits have been sold in the Recon VII region, yet none showed up for the Contest. Also selling in large numbers have been Hasegawa's B-17's, also in 72nd scale, and in lesser numbers Airfix/Italeri/ESCI C-130's, Hasegawa's P-3 Orion or all those Junker Ju 52's purchased over the years? In the last five years, how many of Monogram's B-36 Peacemakers have you seen, even though thousands have been sold?

Then there are all the other categories, constantly dominated by a few aircraft. In 72nd scale single engine jets you get F-16's coming out your ears, but how many Mirage F-1's, De Havilland Vampires, Mig 21s or even F-8 Crusaders do you see? And in twin jet? Enough of all the F-15's and F-18's, what about some of those lovely Fujimi F-7U Cutlasses, BAC Lightnings, or B-57's? Over the past five or so years, superb models of the F-7U, B-57 etc have been issued. Question is, where'd they all get to?

And you armor builders, what ever happened to those German Elefants by Italeri, or the M-7 Priest? How about a Tauro WWI A7V the next time you think "German Armor", or a Bren Gun carrier next time you think "British". Tamiya has issued kits of late OTHER than the Challenger. DML sold container loads of their great Scud and launcher, but no one seems interested in building them?

Finally, so as not to go on too long, what about the builders of WWII German aircraft? Haven't you gotten tired of all those Fw 190's and Me 109's? Why not try an Me 163, an Me 262, or what about a Gotha Go 242? Or if you have to build Me 109's, why not an Italian or Hungarian one, after all, your files are bulging with all those after-market decal sheets....

So, the next time you reach for a model, go for the top shelf, or the back of the cupboard, and reach for one of those great kits we all own, yet seldom build. Forget the F-16's and the P-51 Mustangs, and go for that Nakajima G8N1 Rita, the Junkers Ju 86 or that Mirage III in Australian markings. Be unique, don't follow the herd.....

## SUPPORT YOUR CANADIAN BUDDIES

October 2nd is the date set for IPMS Vancouver's annual Fall Show. Last year's turnout was less than spectacular in many categories, and rumors circulated that it was partly due to US modelers, and IPMS Seattle members in particular, not participating. Whatever the reasons, there certainly was an absence of models in many categories. In light of this, I would like to encourage all our members to plan on attending the Vancouver Show. Vancouver is a fun city to visit, and the IPMS Vancouver crowd always treats me to a great time whenever I attend their Show. I would also like to think those who plan to attend are going to bringing their latest creations to the Show, and in this way insure the continued success of this great autumn modeling event.

Those attending the Museum of Flight show June 5th can pick up a flier to the Vancouver Show, listing all the categories, or next time you are at American Eagles, pick one up there.

## ARE YOU A MODELER?

I recently attended a model swap meet, and had the pleasure of talking with a couple of modelers from Vancouver, BC. We chatted briefly about their Show last year, and the absence of model entries, while at the same time there were plenty of people who actually attended the Show. My eyes then briefly scanned the swap meet room, and as I watched the vendors and visitors swap models for cash, the question entered my mind: "How many people who claim modeling as their hobby actually build models"?

I explained my thoughts to the Vancouver modelers, pointing out that each month at the IPMS Seattle meeting, while we get 50+ members turning up, we are lucky if 15 bring models. And each month, with rare exceptions, the same people bring in the finished models. I had to admit to these Canadians that once I was a "purchaser" not a "builder", that procrastination had killed my building for a good number of years. My Northern pals admitted that this too was the scene in Vancouver. They had to admit that there were many folk who they had never seen a completed model from, despite years in the hobby.

When I wondered aloud how many "modelers" there were who just opened the box, made happy noises about the quality of the kit, and then put it on the shelf, the Canadians said they knew of folk who didn't even open the box!!! It went straight from the hobby shop, up onto the shelf.....

The above is at least ONE reason why model contests locally aren't as successful as one might expect. At the recent Recon in Seattle, 500 models were entered by 150 modelers, or only 3 models per modeler on average. Add to this the fact that a further 200+ folk came to the Show, and didn't enter a thing. Surely not all were "not good enough"? Eight months having elapsed since the last large model show in Seattle, 150 modelers could only manage three models each, and a further 200+ nothing at all? Surely this points to one of two things: massive numbers of fragile egos, or massive numbers of "modelers" not building models? We shall see what happens at the Museum of Flight June 5th.

## REVIEWS

Andrew Birkbeck

I recently wrote away to Ace Hobbies in New York, after seeing a review in Military Aircraft Preview (the superb Tacoma publication) for something called "Hobby Manual" out of what used to be Czechoslovakia. At \$4.50 each, these manuals were said to contain excellent references for those wanting to detail models. At the price, I thought I would take a risk and order a few, sight unseen. What a good thing I did!!! All I ever want in references is to be able to detail two areas I consider the most important on aircraft, the two most visible areas neglected by many producers: the cockpit and the undercarriage/wheel well area. All is provided, and more, in the "Hobby Manual" series.

Each book consists of from 11 to 20 pages of black and white drawings, done on good quality photocopy paper. Brief descriptions of each drawing are in Czech and English. The drawings are of perfectly acceptable quality for what most detailers would be looking for, although the later issues are an improvement over the earlier ones.

As examples, #15 covers the Arado Ar 234, with excellent cockpit drawings covering the A/B/C variants, undercarriage drawings, engines, the jet engine start-up trolley, bombs carried, plus camouflage and marking information, in 17 pages. Issue #16, Su-22, is a much larger issue, at 46 pages, and like #15 provides all you would need to detail a model kit: 10 pages for the cockpit, including instruments, canopy and ejection seat drawings, five pages for the undercarriage/wheel wells, armament pylons, ordinance, and color and markings etc.

In short, these publications are excellent modeling companions, especially when teamed with the appropriate "Squadron Signal" profile, which would provide you with the historical and photographic details required.

## REPLIC Magazine

Andrew Birkbeck

For those looking for a very good quality aviation modeling magazine, and who wish to improve their High School or College French, the French publication "Replic" is for you. Each issue is 40 pages, and comes out monthly. The first few pages of each issue cover the latest decal and resin/etched metal releases, while the back 8 or so pages cover the latest kits. The advantage to these listings is that they often carry items not covered by US or British mags, such as French and E. European releases, esp. from the smaller producers.

In between these front and back page reviews, are three or four excellent modeling/historical articles. The March 93 issue covered the Airfix kit, combined with the excellent Eduard etched metal parts, to produce a superb model of the Savoia Marchetti SM 79. As well as excellent color photographs of the model under construction, you are treated to superb black and white AND COLOR pictures of the aircraft during WWII, as well as cockpit photographs, torpedo details, and machine gun armament pictures. The second article of the issue is on the Hasegawa SH-3H in 48th scale, with model shots, plus five pages of color photographs of the real item. The third article of the issue is on detailing the Monogram 72nd scale F8F Bearcat using the French "High

Tech" detailing set, covering a FRENCH Bearcat, with lots of pictures, plus a good cockpit line drawing.

The February 93 issue has four feature articles: a magnificent one covering the DML Su 24 Fencer in 72nd scale, with color pictures of the kit being detailed, plus 8 COLOR photographs of the cockpit (the kit is devoid of cockpit detail) plus a further 21 COLOR detail shots of the actual aircraft. Next comes an article on building a French Curtis Hawk H-75 from the Monogram kit, which includes three excellent cockpit pictures. Then a truly superb article on detailing the Tauro Macci MC 202 Folgore, again with incredible cockpit photos, plus black and white and COLOR pictures of WWII aircraft in the field. A brilliant article. And we concluded with a short article on the markings of aircraft from the Luftwaffe unit, JG 77.

To conclude, if you enjoy great reference material for aircraft, aimed specifically at modelers, this is a magazine well worth considering.

#### NEW KIT INFORMATION

Some rather interesting news this month, especially for you builders of aircraft models. Firstly, news that Tamiya is getting back into the large-scale aircraft model field, with an F-15E in 32nd scale!!! This represents a VERY big gamble for Tamiya, especially since their only previous 32nd aircraft model, the F-14 of ten years ago, was somewhat of a financial fiasco. Those of you who have the F-14 kit will notice that part way through the tooling process, Tamiya ran into cost over-run problems, and went from engraved to raised details, and that the cockpit, while having superb ejection seats, uses decals for the instrument panels. We shall see about this F-15, and what the cost will be.....

Hasegawa has announced that following their upcoming 72nd Zero series, they will issue their first FRENCH WWII subject, the Morane MS 406!!!!!!!!!!!!!! What a gamble this must be, given that about the only firms to previously release French aircraft, were French firms. Now the leader in 72nd aircraft has decided to issue one. What WAS Mr. Hasegawa drinking the night he dreamt this one up.....

Also from Hasegawa, confirmation that they will do 48th examples of the Ki 61 and Spitfire V/VI, following their P-38's. They also plan to issue a CF-18, plus Me 109 G/K kits, all to 48th scale. This firm will also do an Me 109G in 72nd scale.

Tamiya will be re-releasing their 50th scale F1M2 "Pete" kit, so you can stop hunting about for those overpriced collectors examples. You can instead pay an overpriced limited release price.....

KP, our friends from the ex-Czech nation, have announced their next releases in 72nd scale: Convair XFY-1 "Pogo", plus a Vickers Wellington bomber and an Il-28 Soviet bomber.

Italeri is re-releasing three of their excellent WWII Italian aircraft kits under a "Limited Edition" label: Caproni Ca 313/314, Fiat BR 20 and the Cant Z-501 seaplane. Also their AC-119 Gunship. Get them while their hot....

Aeroclub, who late last year issued three very nice vacuformed/injection kits of the BAC Lightning, will be following these up with a Buccaneer in the same scale, followed by a Hunter.

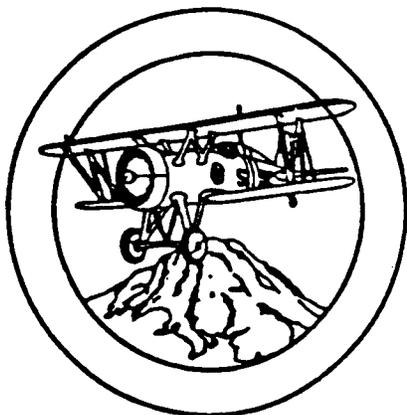
Model USA will release a Bell 47 helicopter in 48th scale, to follow up on their earlier first release, the Bird Dog Cessna.

A new firm, a joint effort by the two "Czech" firms of MPM/CMK, will be called "Cooperativa" (how original), the first release being an injection 72nd La-15. Another "Czech" firm, Eduard, will launch into injection kits, with WWI aircraft in 72nd scale.

Hannants of England, will launch a vacuform series, Xtravac, starting with WWI aircraft in 72nd scale. Another English cottage industry firm, Skybirds '86, is also about to release a number of limited run injection kits of 72nd scale WWI aircraft: Halberstadt CL II, LVG C2, Rumpler C IV, Phonix C1 to name half of them.

Finally, HOBBYCRAFT of Canada have done something I can appreciate in 72nd scale: soon to be released A-1 Skyraiders!!!

**ALERT:** There will be a Model Car Show on Sat. 6/12 at the Marysville Towne Center. ANYONE interested in JUDGING should call Terry Moore at #774-6343



**IPMS  
Seattle**



**From: Andrew Birkbeck  
3209 N.E. 98th Street  
Seattle, WA 98115**

**To: William Holowchuk  
19627 - 133rd Dr SE  
Snohomish WA 98290**