

# NEWSLETTER

OCTOBER 1993

Hello, and welcome to the (partially) revised IPMS-Seattle newsletter.

That frenzied cackle you heard last month was Andrew Birkbeck responding to my offer of taking on the production chores for the newsletter. Andrew has been the guiding force behind these pages for a few years now, and has decided to change his focus from typewriter and photocopier to plastic and airbrush. I'm sure you'll join me in wishing him the best of luck and in passing on our gratitude for his hard work in producing this monthly message to the faithful. Andrew will still be contributing text to the newsletter, but without the pressure of a monthly deadline.

An introduction is in order. My name is Kevin Callahan, and I am a systems analyst and project coordinator for US Bank of Washington. I have been a member of IPMS-Seattle for a little over two years, having first become aware of the Seattle branch while visiting the Portland Recon in 1991. In fact, it was there that I learned Seattle was hosting the National competition the following summer. I definitely wanted to be involved in that event, so I wrote in for membership information. As it happened, I used a US Bank envelope, which tipped Andrew off that I was a fellow employee. Since then we have been in close

touch via electronic mail. I suspect that it is the only place on the USBW net where you will find an in-depth discussion of Matchbox Meteors.

My main interests are fairly well defined -- 1:72 scale aircraft, with the occasional digression into 1:144 airliners. My primary historical era of interest is 1930 through 1955, though that hasn't prevented me from building everything from modern jets to biplanes. I have no illusions about my modelling ability -- I am profoundly average -- but I dearly love seeing some of the exquisite work that shows up at our monthly meetings. So much so, in fact, that I strongly feel there should be a permanent model display somewhere in this city. More on that particular obsession in a later newsletter.

The editorial changes you will notice at first will be primarily in terms of format. The newsletter looks considerably different because it is now being produced using Microsoft Word, an advanced word processor. At some time in the future I will convert to Microsoft Publisher, a desktop publishing package, but for now I am going to stick with Word. More stylistic changes will be made as we go along.

Content will be similar to what you have seen in the last couple of years, with perhaps a shade more emphasis on the new products that appear

constantly. I want to go on record as encouraging any reviews, commentary, or original research that you would care to contribute. This is especially important for those of you that are interested in armor, figures, cars, ships, and aircraft in 1:48 scale. A successful newsletter is a reflection of all the members of the group, and I hope you'll share your expertise with all of us. If you have items to contribute, please send them to the address at the end of this introductory column.

So what can you expect in this issue of the IPMS-Seattle newsletter? One important story is of course the IPMS-Vancouver Fall Model Show, set for the first weekend of October. All of the details, along with a copy of their event mailer, are included. IPMS-Vancouver always puts on a good show, and as one of the Northwest's Big Three modelling shows (along with the MOF's summer show and our own Recon), they deserve our support.

In addition, there is an interesting review of the Hasegawa XF5U Flying Pancake (in Israeli markings) and an article on the fine art of pitot tubes and other fiddly bits, both by Ted Holowchuk.

Finally, as a closing item, I have included an index of the featured aircraft in Scale Aircraft Modelling. I don't have

every issue -- and if you would be willing to let me photocopy your copy of any missing issue, I would love to speak with you -- but my collection goes back quite a few years. For those of you who value SAM as a vital resource, this should make it easier for you to locate those cover-featured aircraft and all those Mike Keep sideviews.

One last comment. The October meeting will be held in the WA National Guard

armory building in western Seattle. Full details on time and location, as well as a map for the directionally impaired, are included on the last page of the newsletter.

**NEXT MONTH:** A summary of the Vancouver Fall Show, two articles on how to get the maximum amount of modeling done in the minimum amount of available time, and more of the usual news and reviews.

Hope to see you in Vancouver.

*Kevin Callahan*

**PLEASE NOTE:** The new address for newsletter submissions and comment is as follows:

Kevin Callahan  
31849 Pacific Highway S  
Suite 243  
Federal Way, WA 98003

## Vancouver Fall Show 1993

BY KEVIN CALLAHAN

IPMS-Vancouver will again be hosting its annual Fall Show, to be held on Saturday, October 2. The location will be the Burnaby Sheraton, 4311 Dominion, Burnaby. This is the same hotel as last year's show.

Registration opens at 9.00am, and will continue until 1.00pm. Judging will begin shortly

thereafter, and should (hopefully) be concluded by 3.30pm. Last year, the organizers requested that you plan to leave your models on the tables until at least 4.00pm, so that everyone has a chance to go through the hall after the ribbons have been placed.

Personally, I felt that last year's show was somewhat underattended, but advance

word on this year's version has been good. IPMS-Vancouver reports that inquiries about the show are up, and more fliers were distributed to area hobby shops. IPMS-Seattle kept local hobby shops supplied with fliers, so hopefully the word has gotten out to all interested parties. There should be a sizeable IPMS-Seattle contingent in attendance.

## XF5U Flying Pancake

BY TED HOLOWCHUK

No, I didn't win the lottery. However, with some shrewd "wheelin and dealin", I managed to acquire one of these kits, and I only had to refinance the farm. Not a bad deal.

**COST:** At approximately \$30.00 list price, this is a lot to pay for a 1:72 scale kit. The

quality of this kit should put it in the \$10.00 range, not \$30.00

**THE KIT:** There are 72 pieces by my count in the box, along with the usual good Hasegawa instruction sheet and a small sheet of decals. The decals are of good quality and in register. The box art is a fine painting by Koike Shigeo, showing one of these aircraft

flying over an aircraft carrier. The parts had some flash but looked good with nicely scribed lines for all panels. The landing gear is simple and well-done. (Too bad the parts didn't fit as good as they look).

**HISTORY:** In real life this aircraft never made it off the ground. There were two prototypes built between July 1944 and August 1945. These

aircraft had to wait for specially built propellers, which were delivered in 1947. By the time these items arrived the jet age was here. Some tethered tests were run, but then the Navy ordered the prototypes scrapped.

This short history leaves us with a very limited color and marking choice. Just one. Unless you have any imaginative ideas worth considering.

**CONSTRUCTION:** At first this kit looks fairly easy and straightforward. Two large fuselage halves (upper and lower) with a reasonable cockpit tub inside. The gear wells are well done. Add the elevators, rudders on top, landing gear and gear doors, antennae, and you're done. Oh yeah! Paint it blue and stick on a couple of decals.

Not so fast! In addition to the already mentioned flash, the fit of most parts was not so good. The two fuselage halves required some putty and sanding at the seams, and some rescribing of lines in the area. The engine intakes were a terrible fit. The elevators fit very badly. These areas required a lot of sanding and a lot of putty. The propeller shafts/extensions (??!) were oblong when glued together (part of the fuselage). After sanding and filling to get these

areas "rounder", these parts were then smaller than the propspinner. The propspinner parts then had to be filed and sanded to fit the prop shaft/extension that they have to be attached to. Whew! Sounds confusing, doesn't it? Anyway, what is modeling for? It is fun to fix these problems...isn't it?

Well, by the time all of these parts were filled, filed, puttied, sanded, and fitted, the project started to look-- uh, interesting. I thought this was supposed to be an airplane. But sitting on my work bench was a Frisbee. Onward!

It was time to wind up my airbrush and primer all the parts. A little more sanding and primer and it was ready for paint. Painting was accomplished using my usual Floquil paints and automotive gloss lacquer. I then applied the decals and another coat of gloss. When dry I used oil paint wash for the panel lines. Testors Dullcote was applied after the wash was dry, and pastel powders were used for some weathering.

After a day's drying time, final assembly was done. The landing gear, gear doors, canopy, wheels, etc. were attached to the model. Aside from some bad fit problems and too much flash, this was a fun project.

Another one completed. Looks interesting, but is it really an airplane?

**FLASH!!** An addendum to the above review of the Vought XF5U-1. Upon completing the review, I discovered a little known bit of history that seems to contradict the official historical writings.

Apparently Israel, in need of any type of aircraft, purchased the two prototypes plus ten more aircraft and put them to good use as ground attack aircraft during the Sinai Campaign of 1956. These aircraft were fairly successful and provided some unusual reports and conversation (flying saucers?)

Anyway, using some of the limited information and a little artistic license, I decided, after a coat of blue paint, to change my XF5U-1 into a model of an Israeli unit from that time period. I added gun pods on the side of the nose, rocket tubes and bomb racks on the underside of the fuselage. I painted it in the camouflage scheme of that time.

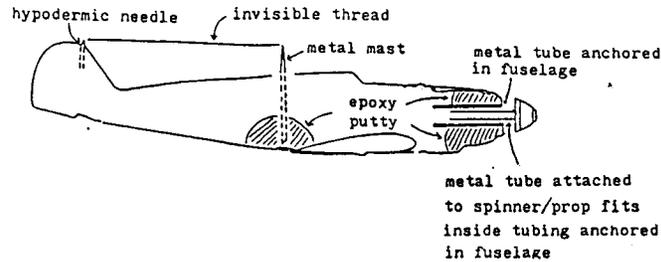
It was an interesting subject and did provide a little levity and enjoyment to a "serious" avocation.

## The art of the pitot

BY TED HOLOWCHUK

In building most aircraft in any scale, the pitot tubes,

propellers, antennas, and guns



usually pose a problem of sorts.

Let's first talk about pitots, antennas, and guns. These items are either molded onto the wings and fuselage, or are added-on molded parts. In most cases the moldings are overly large, poorly molded, or misshapen. When the seam lines are sanded off, the guns and pitots can be oblong in cross-section. Usually these parts are just "clunky". In addition, when working on the model, these fragile projections inevitably get broken off. Now you try to glue them back on with a little luck.

Let's substitute for these fragile parts. Not only is it easier to do, but the end result looks better. For guns, use metal or plastic tubing or hypodermic needles. For pitots, use wire or hypodermic needles.

For antenna masts, cut a piece of brass or aluminum sheet (.015 or appropriate thickness) and file it to shape. Also, make it long enough to extend through the fuselage top and rest on the fuselage bottom, where it is anchored in a blob of epoxy putty. (See drawing below). Note: this part of the construction should be done in one half of the fuselage, before gluing the halves

together. Drill a #80 hole, or use a small length of hypodermic needle to make a mini-mast on the tail. During final assembly of the model, install the antenna wire using a monofilament thread called "invisible thread", available at fabric shops. I superglue one end of the thread into the hole or into the needle on the tail. When the glue has set up, pull the wire taut across the top of the mast and superglue the wire in place. Cut off the extra thread when the glue is dry. This is one antenna that will not break off, and it can be straightened out if bent.

Now for propellers. I like to build my models with removable props. This allows the props to spin, but more importantly the chance of damage is reduced, because you can remove the props for travel; also, repairing or replacing damaged props is much easier.

Look at the drawings. Each installation can be slightly different, depending on the aircraft. However, the principal is the same. Using telescoping tubing, glue the smaller tubing to the prop/spinner with superglue or epoxy. Use a blob of epoxy putty inside the fuselage to anchor the larger piece of tubing. Adjust and fit this assembly so that the prop

fits the aircraft. Allow the epoxy to set up. Voila! Spinning props. One word of caution. When picking up an aircraft with this type of prop assembly, the prop can easily fall out. I will sometimes use a very small piece of "funtack" (that all-purpose silly putty) and put it between the prop and the fuselage front. This holds the prop in place yet allows it to be removed.

In closing I would like to pose a question for those of you who are "out of the box" builders. In competition, should use of these techniques eliminate a model from the "out of the box" status? These methods are certainly optional, and the results are not visible if done properly. Personally, I think that these techniques should be allowed in the "out of the box" category.

I welcome any response to this suggestion, and look forward to any and all of your thoughts on this idea. Let's talk -- I'd like to hear your opinion.

NOTE: A source for small tubing --

Hobby Hangar  
PO Box 472  
New Carlisle, IN 46552  
(catalog/sample: \$1.29)

## Index to featured aircraft in Scale Aircraft Modeling

BY KEVIN CALLAHAN

I have occasionally been accused of being slightly data-

mad. In practice, this means that I keep a number of

specialized databases on my PC, which I use to track down elusive data. We're all aware that it isn't what you have that counts, it's how quickly you can get ahold of it when the need arises. You've no doubt experienced the frustrating feeling that somewhere in that file cabinet (or garage, or stack of magazines) exists exactly what you need to finish your current project. But since you don't know where to find the information, it is quite useless to you. A few years back, my magazine references alone had become numerous enough that I could no longer find what I needed easily, so I began creating online indices.

One magazine I consider crucial is Hall-Park Publications' **Scale Aircraft Modeling**. Each issue features the illustrated history of a particular aircraft type, followed by half a dozen pages

of sideviews drawn by editor Mike Keep. These sideviews are very useful when deciding on which markings to apply, and the articles make good idle reading. So, before long, I was listing the featured aircraft and which kits were reviewed in the Scale Modeler's Marketplace each issue, along with any other articles that I felt might be useful in the future.

Part of the result is the index on the following pages. It shows each aircraft type in alpha order, followed by the volume and issue numbers and the month of issue. Hopefully you can use it to better access your own collection of SAMs.

Please note: I don't have every issue of SAM, so there will be some inevitable omissions in the index. The issues I don't have are listed

below. If you have some of these missing issues and would consider loaning them to me for photocopying, let me know at our next meeting. Basically, the procedure would be that I would borrow the issue at one meeting, photocopy the contents, and return it to you at the next meeting, unless we could arrange the transfer earlier.

If this index is useful to you, let me know and I can pass on the other two (kit reviews and other articles).

#### MISSING ISSUES OF SAM:

Volume 1 through 4: ALL  
 Volume 5: 1,2,3,5,6,9,10,12  
 Volume 6: 2,3,8  
 Volume 7: 5,9  
 Volume 8: 7,8,12

Any help you can provide will be appreciated.

AIRCRAFT TYPE	VOL/ISS	DATE			
Airspeed Oxford	15/9	June/July 1993	Convair F-102 Delta Dagger	7/10	July 1985
Amer a/c in Fleet Air Arm	6/9	May 1984	Dassault Alpha Jet	11/3	December 1988
Argentine AF	13/3	December 1990	Dassault Etendard/Supr	7/12	September 1985
A-W Meteor NF-8-14	9/3	December 1986	DeHavCan DHC-1 Chipmunk	13/9	June 1991
A-W Whitley	15/6	March 1993	DeHavCan DHC-2 Beaver	9/7	April 1987
Avro Lincoln	12/4	January 1990	DeHavCan DHC-3 Otter	11/7	April 1989
Avro Shackleton	12/9	June 1990	DeHav Dragon Rapide	14/3	December 1991
Avro Canada CF-100	11/8	May 1989	DeHav Hornet	12/8	May 1990
BAC Jet Provost	6/4	January 1984	DeHav Mosquito	12/6	March 1990
BAe Hawk	6/1	October 1983	DeHav Sea Vixen	14/1	October 1991
BAe HS-125	7/4	January 1985	DeHav Tiger Moth	15/11	September 1993
BAe Lightning F3/6	9/10	July 1987	DeHav Vampire	14/9	June 1992
Boeing B-29 Superfortress	14/10	July 1992	Douglas A-4 Skyhawk	10/2	November 1987
Boeing-Vert CH-47 Chinook	10/4	January 1988	Douglas A-26 in Korea	14/8	May 1992
Boulton-Paul Balliol	13/7	April 1991	Douglas B-66 Destroyer	10/6	March 1988
Brazilian military aviation	12/5	February 1990	Douglas DC-3	8/3	December 1985
Bristol Beaufighter	11/11	August 1989	Ecuadoran Air Force	12/10	July 1990
Bristol Beaufort	14/11	August 1992	EE Canberra (export)	10/11	August 1988
Bristol Blenheim	7/7	April 1985	Fairey Battle	9/1	October 1986
Bristol Bulldog	14/7	April 1992	Fairey Firefly	7/3	December 1984
Bristol Freighter	14/4	January 1992	Fairey Gannet	8/10	July 1986
Canadair CL-13 Sabre	8/1	October 1985	Fairey Swordfish	6/7	April 1984
Canadian Armed Forces	7/8	May 1985	Fleet Air Arm 1933-39	7/11	August 1985
Chilean Air Force	11/9	June 1989	Fleet Air Arm 1939-41	13/4	January 1991
Consolidated Catalina	5/8	May 1983	Fleet Air Arm 1978-88	10/9	June 1988
Convair B-58 Hustler	8/5	February 1986	French military aviation	9/9	June 1987
			GenDyn F-16 (Europe)	9/2	November 1986

GenDyn F-111	6/12	September 1984	North Amer OV-10 Bronco	8/9	June 1986
Grumman EA-6A/B	13/1	October 1990	North Amer P-47 (Latin Am)	14/6	March 1992
Grumman E-2C/C-2A	9/4	January 1987	Oman Air Force	8/6	March 1986
Grumman S-2 Tracker	11/12	September 1984	Panavia Tornado	8/4	January 1986
Grumman F4F Wildcat	8/11	August 1986	Queens Flight	15/2	November 1992
Grumman F6F Hellcat	15/10	August 1993	RAF fighters 1918-1993	15/7	April 1993
Handley-Page Halifax	10/8	May 1988	RAF jets in recent service	9/8	May 1987
Handley-Page Hampden	9/5	February 1987	RAF WW2 nightfighters	13/6	March 1991
Handley-Page Victor	5/7	April 1983	Republic F-84F	7/6	March 1985
Hawker Hart (family)	15/5	February 1993	Republic RF-84F	12/12	September 1990
Hawker Hunter (export)	6/5	February 1984	Royal Auziliary Air Force	7/1	October 1984
Hawker Hurricane	12/11	August 1990	SAAB Viggen	14/5	February 1992
Hawker Sea Fury	11/6	March 1989	Salvadorean Air Force	15/8	May 1993
Hawker Typhoon	11/1	October 1988	Short Stirling	9/11	August 1987
Hawker-Siddeley Gnat	8/2	November 1985	Short/Embraer Tucano	13/12	September 1991
Hunting-Perc Pembroke	13/10	July 1991	Suez campaign 1956	7/2	November 1984
Hunting-Perc Provost	10/5	February 1988	Supermarine Scimitar	13/2	November 1990
Junkers Ju-87 Stuka	9/12	September 1987	Target tugs	10/12	September 1988
Lockheed Hudson	13/8	May 1991	US liason a/c in Britain	9/6	March 1987
Lockheed P-38 Lightning	11/2	November 1988	USAF in Britain 1948-70	6/11	August 1984
Lockheed SR-71/U-2	5/11	August 1983	Vickers Valiant	13/5	February 1991
Lockheed T-33	15/3	December 1992	Vought A-7 Corsair	12/3	December 1989
Lockheed U-2/SR-71	5/11	August 1983	Westland Gazelle	15/1	October 1992
LTV F-8 Crusader	5/4	January 1983	Westland Lynx	6/10	July 1984
Luftwaffe WW2 nightftrs	13/11	August 1991	Westland Scout/Wasp	12/7	April 1990
Martin B-26 Marauder	15/4	January 1993	Westland Welkin/Whirlwind	14/12	September 1992
Martin B-57 Canberra	11/5	February 1989	Westland Wessex	11/4	January 1989
McD-D F-4 Phantom (USAF)	11/10	July 1989	Westland Whirlwind heli	10/1	October 1987
McD-D F-18 Hornet	10/7	April 1988	Westland Wyvern	14/2	November 1991
Messerschmitt Bf-110	12/1	October 1989			

## From the Prez:

Our next meeting will be held at 10.00am, Saturday, October 9 at the National Guard Armory, 1601 W Armory Way, in room 114. Refer to map and driver directions on the back page of the newsletter for details. I would like to thank Steve Cozad for the initial contact he made with the armory.

Although the Bellevue Library had the advantage of being free to us, the availability of scheduling reasonably consistent meeting dates seemed to be getting more difficult. That, along with some of the restrictions imposed on the use of that facility -- no vendors, flyers, promotions, etc. -- make meeting at the

library not in the best interests of the chapter. Our new location at the Armory has the advantages of still being somewhat centrally located, a room with good lighting, close parking, no vendor restrictions, and as of this writing (September 19) guaranteed second Saturdays for at least 12 months.

We do have to pay for this facility. However, there are a number of ways to offset the cost of the room. We could change the monthly meeting notice to bimonthly or quarterly (one mailing of the newsletter pays for the cost of the room), charge the vendors a nominal fee, or explore a variety of options we can talk

about at the meeting on the 9th.

Feel free to call me if you have any thoughts or questions about permanently moving to the Armory. My number is 774-6343 (Lynnwood), evenings.

See you Saturday!!

*Terry Moore*

PS: Bring your IPMS-Vancouver Fall Show winners to the meeting!

## IPMS Vancouver 1993 Fall Show Trophy Categories

1. Best ship/naval subject
2. Best armour subject
3. Best figure
4. Best diorama
5. Best use of an air brush
6. Best Canadian subject
7. Best of show Junior
8. Best of show Senior
9. Peoples Choice\*\*
10. Masters Award\*
11. Best Corvette
12. Best Grumman aircraft
13. Best Battle of Kursk 1943\*\*
14. Best WWII fighter Ace\*\*
15. Best WWI aircraft

\* Categories 9&10 only will be decided by a public ballot of all the contestants. The Masters category is for any model which has won at any previous IPMS contest. Including national conventions and Recons, etc.

\*\* In categories 13&14 references must be placed beside the model to show it is relevant to the subject. The references must clearly indicate to the judges that the model is relevant to the subject or the model will not be judged in that category. NB More Trophy categories could be added depending on sponsor requests.

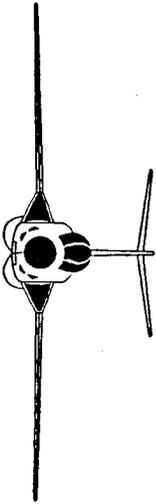
# FALL MODEL SHOW

## IPMS Vancouver

Presents it's

1993 Annual Fall Show

Display your models or come and see some of the best from BC and Pacific Northwest modelers



Saturday October 2th

9:00am - 4:00 pm

Registration closes at 1pm.

at the

The Burnaby Hotel

(Sheraton)

4331 Dominion.; Bby

Door prizes

Trophies

Entry fee for models \$5 for one or more!  
Admission to the viewing public by donation

**Swap Meet!  
Bargains!**

Vendors tables \$20 ea.

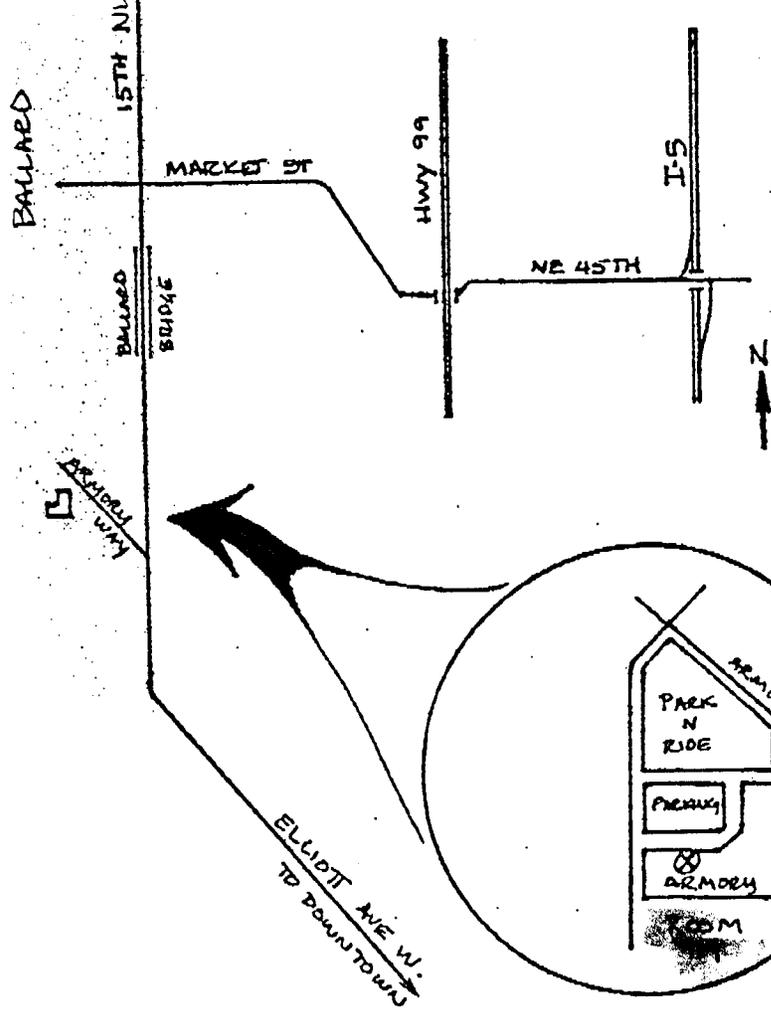
Please call Scott at 290-0203



### Ribbon Categories

- Aircraft**
1. Out of the box all scales
  2. Biplanes all scales
  3. Single engine prop 72nd or less
  4. Single engine prop 48th
  5. Single & multi-engine prop 32nd & larger
  6. Twin & multi-engine prop 72nd & smaller
  7. Twin & multi-engine prop 48th
  8. Single engine jet 72nd
  9. Single engine jet 48th
  10. Twin engine jet 72nd & smaller
  11. Twin engine jet 48th
  12. Single and twin engine jet 32nd & larger
  13. Military multi-engine jet 3 or more engines all scales
  14. Civilian airliners all scales
  15. Civilian sport and racing aircraft all scales and all types
  16. Vacuumform & scratchbuilt all scales all types
  17. Helicopters and rotary winged aircraft all scales
- Armour**
18. Out of the box all scales and types
  19. Closed top AFV 48th & larger
  20. Closed top AFV 72nd & smaller
  21. Open top AFV & artillery 48th & larger
  22. Open top AFV & artillery 72nd & smaller
  23. Armour conversions all scales
  24. Scratchbuilt armour models all scales
  25. Soft skinned vehicles, trucks, bikes etc 48th & larger
  26. Soft skinned vehicles, trucks, bikes etc 72nd and smaller
- Automobiles**
27. Out of the box all types & scales
  28. Factory stock all eras 24th & smaller
  29. Factory stock all eras 20th & larger
  30. Racing & competition vehicle 24th & smaller
  31. Racing & competition vehicles 20th & larger
  32. Hot rods pre-1940's all scales
  33. Custom rods 1941 to 1960 all scales
  34. Post-street rods 1961 to present all scales
  35. Show rods all years all scales
  36. Street machines all years all scales
  37. Trucks all scales
  38. Motorcycles all scales
- Figures**
39. Military, mounted all scales
- Space & Science Fiction**
40. a. Military, on foot 35th & smaller
  40. b. Military, on foot 34th & larger
  41. a. Non-military, fantasy 80mm & smaller
  41. b. Non-military, fantasy 81mm & larger
  42. Models of factual vehicles all scales
  43. Models of fictional vehicles incl. fantasy all scales
- Ship**
44. Sail Powered all scales
  45. Engine powered 600th & larger
  46. Engine powered 700th and smaller
- Diorama**
47. Aircraft all scales
  48. Armour all scales
  49. Automobiles all scales
  50. Ships all scales
  51. Figures, military all scales
  52. Figures, non-military, fantasy all scales
  53. Space & fantasy all scales
- "What-ifs"**
54. Aircraft all scales
  55. Armour all scales
  56. Automobiles all scales
  57. Ships all scales
- Miscellaneous**
58. Collections, all types all scales
  59. Railroad subjects all scales
- Junior**
1. Prop driven aircraft all scales
  2. Jet powered aircraft all scales
  3. Closed top armoured vehicles all scales
  4. Open top armoured vehicles all scales
  5. Cars & trucks all scales & types
  6. Ships all scales & types
  7. Figures all scales & types
  8. Space & SFF models
  9. Dioramas all scales & types
  10. Miscellaneous Models

If you plan to bring any large displays or dioramas please let us know in advance so room can be found.



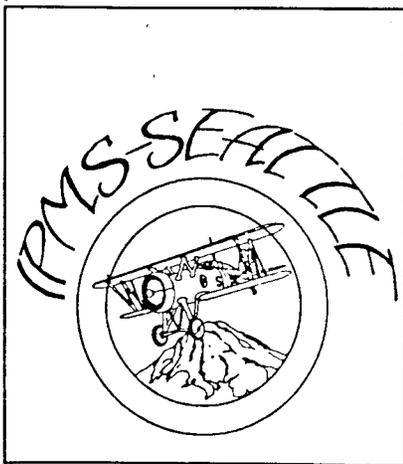
# NEW MEETING LOCATION!!

**SATURDAY, OCTOBER 9 at 10.00am**

**NATIONAL GUARD ARMORY  
1601 W. Armory Way  
Seattle, WA**

From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliott to Armory Way. Watch for signs! There is plenty of parking.



Membership information:  
Andrew Birkbeck  
3209 NE 98th St.  
Seattle, WA 98115

Newsletter comments or submissions:  
Kevin Callahan  
31849 Pacific Highway S  
Suite 243  
Federal Way, WA 98003



NEXT MEETING: Saturday, October 9 at 10.00am.  
See the above map for new meeting location.

William Holowchuk  
19627 - 133rd Dr SE  
Enumichish WA

98290

