



# NEWSLETTER

EDITED BY KEVIN CALLAHAN

November  
OCTOBER 1994

## The Aviation Usk Model Show and Chili Feed

**P**ersonally, I had never been to the town of Usk before, so I wasn't sure what to expect after the six-hour drive from Seattle. Whatever your definition of "the middle of nowhere" (for me, Usk qualifies), the town is definitely off the beaten path. It is approximately 45 miles north of Spokane along Hwy 20. On this particular Saturday (October 8), the trip was complicated by a serious traffic accident that closed the main road from Spokane and forced everyone onto a parallel road, with all the associated delays.

The reason for putting up with this traffic agony was, of course, to visit the rural neighborhood of Tom Friske, owner and operator of Aviation Usk, a longtime mailorder retailer of odd and unusual aircraft modelling products. Av Usk had announced a model show of sorts. Really, it was more of a social gathering of like-minded aircraft modelling enthusiasts, with models on display.

There's not much to Usk Central: one street with a Post Office, tavern, and motel. The houses are rural and widely spaced; many back up onto the Oreille River. It being October, the trees were showing off their fall colours. There is, however, an Usk Page 1

Community Center, and that is where the show had set up shop.

I was there in the mid-afternoon, and there were perhaps 15-20 visitors, with maybe 25 models at the time. More people were arriving even as I left. Brian Mulron and I were the IPMS-Seattle representatives, though there were modellers from Spokane, Walla Walla, and even Poulosbo. I took the opportunity to paw through Tom's stock of decals, kits, and magazines. Since I had brought the family over, I regrettably couldn't stay for the chili feed portion of the festivities.

I would encourage you to give this event some thought next year, presuming Tom decides to have another one. It's not a big show, but more a social gathering where you can talk (model) shop with other aircraft enthusiasts. Sort of like an IPMS meeting with chili. Spokane in the fall is not that bad a place to be (especially given that the White Elephant was selling AMT B-52s for \$14.95 and Hasegawa F4Fs for \$6.95!)

*Kevin Callahan*

In this issue, you'll find the first part of an index to aircraft-

related articles in the IPMS Quarterly publication. It was compiled by Jordan Ross of Temple City, CA, and was brought to me via Dave Gorsline. Also, there is a short article on how to improve the brightness of white paint by adding a spot of blue. Bob LaBouy has passed on some information on the upcoming IRS sale of the assets of the *Blue Max Restaurant* in the control tower building down at Boeing Field. I am also reprinting a piece that originally came from the August 1994 issue of the IPMS-Vancouver newsletter. I don't generally reprint articles, since I figure you at least deserve original material for your \$1 per month. But this one struck me as particularly good at addressing a mindset that seems to be distressingly common among IPMS members: fear of bringing completed models out for display at meetings and contests. It's worth reading no matter which side of the fray you fall under (terrified modeller or predatory rivet-counter).

NOTE: If the weather change hadn't alerted you that fall is here, the list of new kit releases from this year's Chicago Toy Fair should do the trick. Not much for the 1:72 souls (though check out AMT's followup to the XB-35), but 1:48ers should be in heaven.

# Modelling Excuses

BY SCOTT FRASER  
(REPRINTED FROM THE AUGUST  
1994 IPMS-VANCOUVER PLASTIC  
FLASH)

Peter Waddington's brief essay on "Excuses" (which appeared in an earlier issue of the IPMS-Vancouver newsletter) struck a chord with me. In twenty five years of involvement in modelling clubs I have often seen this phenomenon, where people become increasingly reluctant to bring out their latest and greatest. And yes, there are a million excuses. But only rarely does anyone give the *real* reason why they have left their models at home. In most instances, it is because they are embarrassed. They are embarrassed because their model is just average, there aren't three million parts in the cockpit, they didn't incorporate \$45.00 worth of resin and metal to detail it, and you can't read the lettering on the tires. So who cares? *They* care! Why? Because they think *other* people care.

The fact of the matter is that other people's expectations are the worst thing that can happen to a modeller, or to a model club. The truth is, of course, that nobody really cares what has or has not been done to a model except the builder. As long as he has some satisfaction from a job well done, the model is a good model. A modeller's goal should be to build the next one better than the last one, *not*

better than the next guy's. As soon as he loses sight of this, he falls victim to other people's expectations and can no longer bring himself to show his models for fear that he will be branded a failure. Face it: few among us are as talented as Geoff McDonell, for example, whom I consider to be a consummate modelmaker. And inclination notwithstanding, very few of us have the time or the talent to build our models to the same high standard he demonstrates.

True story. I had a friend in Calgary who joined IPMS at the same time that I did. He was a real keener; every third Friday of the month he would leave work early, drive the 180 miles to Edmonton to the IPMS meeting, and then turn around and drive home, probably arriving after 1.00am. We thought he was crazy, but we admired his dedication. After I moved to Calgary, he and I and another couple of fellows started up a model club that became IPMS-Calgary. For the first few years this friend and I put out the newsletter together, and wore various hats on the Executive, until about 1978, when I went on to other things and stopped modelling. We saw less of each other, and after I moved to the coast in 1982, we only spoke on the phone once or twice per year.

In 1986 my wife and I drove back to Alberta, and as a

matter of course I called on this friend. To my horror, he was in the process of breaking up the largest kit collection and best reference library I had ever seen, and had sworn to burn all of his 300+ completed 1:72 scale models.

Evidently the club had gone to Hell in a handbasket, torn apart by petty jealousies and politics, and no longer had his support. His modelling, he said, had not progressed. He showed me his latest effort, an old Airfix Black Widow kit which had been sanded smooth as a baby's bum and then redetailed, with a complete interior, new engines, and rebuilt undercarriage. Everything you ever wanted to do to that old beast, and done with style. I thought it was great; he thought it sucked. He had taken it to a meeting, and some kind soul took pains to point out that he had the wrong tread pattern, or some such stupid thing, and he ended up hating that model. Me, I would have hated the kind soul! Anyway, to make a long story short, he was quite disgusted with it all, announced that he was through with modelling, and in front of my eyes took his P-61 and sent it in a flat spin directly into the fireplace.

I was astonished, horrified, and deeply saddened. Here was a fellow, kind and generous to a fault, who had poured thousands of hours and

dollars into modelling, who had worked hard at promoting the hobby through mall displays, in newsletters, and in kids modelling classes. He had corresponded with other enthusiasts all over the world, and he had gained much pleasure from his involvement in modelling. But his enjoyment was ultimately spoiled because his models couldn't meet the expectations imposed by some hypercritical rivet-counters who probably hadn't brought any of their own models in the preceding twelve months, *if* they built one at all. And this poor guy had fallen into the trap of believing it was more important that others approve of his models than he did.

There is a lesson to be learned from this experience; several, in fact. The first one reinforces the cardinal rule: build a model for fun. Try to make it better than the last one you built, and when you're happy with it, it is a good model. Secondly, pay no heed to the rivet-counters. You can't even see 1:72 scale rivets anyway. If someone has *constructive* criticism, take it in the spirit it's given, because

BY CARL D. KIETZKE

Does that sound like a laundry commercial? What works for laundry works for paint, too. The secret is a technique called bluing. Quite simply, bluing is adding a pale bluish tint to white items to make them appear brighter and purer. The technique is simple:

you might even learn something and not everyone is into one-up-manship. Thirdly, it is important that average modellers bring out average models, so that all can see that we're not all supermodellers, and that our average models are the standard to aspire to, not the superdetailed wonders that surface at contests. Build a few straight from the box -- consciously -- and see how much more fun they are than going blind trying to load bullets into a 1:72 scale machine gun belt. Fourthly -- and this is a rule of life -- if you can't say something nice, shut the (*expletive deleted*) up. Nitpicking is the bane of this hobby, and is not needed. Neither are nitpickers. People who enjoy this hobby do so because they like to see models built, not torn apart.

Finally, I would encourage people to adopt my perspective: after a long hiatus, I am building again, but only to please myself. Sure, I still pore over plans and leaf through countless magazines looking for just the right scheme. But I will no longer

## Whiter Whites

all you need to do is add one or two small drops of TRANSPARENT blue to your white before spraying.

There are caveats: both colours **MUST** be from the same manufacturer and series, and be **THOROUGHLY** mixed. Use only a tiny amount

abandon a project just because I don't have a clear photo of the *other* side of the airplane. I'll find another photo of a similar airplane and extrapolate from there. Sure, my camouflage pattern may be a wee bit off, but if it looks right it is right -- until someone can show me a photograph which proves *conclusively* that it's wrong. I won't just take their word for it. I've seen too many self-made experts who talk through their hats, and who know nothing except that they have to continue the pretense, and if they spoil the hobby for someone else that's just too bad. *They're* still important, if only in their own eyes.

Modelling is supposed to be fun, not an exercise in frustration. As long as you remember that the only modeller you have to please is yourself, you'll continue to enjoy this hobby. So put this newsletter down and go get your Xacto knife. Build that model, take pride in it, and bring it out for all to enjoy.

of blue. You don't want it to be obvious.

I have had success with Testors ModelMaster paints and Tamiya acrylics. This also works to get blacker blacks, but you'll need to use more blue. Experiment first, and then enjoy your whites that are bright and won't yellow.

# The "Blue Max" Auction

The Blue Max Restaurant has long been a fixture in the terminal building of the King County Intl Airport (Boeing Field). But the property was recently seized by the IRS, and all assets are to be sold by auction.

The date of the auction is Friday, November 18, 1994, at 10.00am at the current restaurant site. Items to be

auctioned can be inspected on Friday, October 28 (noon to 3.00pm), Monday, November 14 (noon to 3.00pm) and one hour prior to the sale on Friday, November 18 (9.00am to 10.00am). Full payment is required upon acceptance of the highest bid.

The inventory list consists primarily of framed aviation prints (many signed), aircraft

parts (such as propellers, canopies, and ejector seats), and the usual mix of furniture, commercial kitchen equipment, and miscellaneous odds and sods. A further note says that payment must be made by cash, certified check, cashier's or treasurer's check, or by a US postal, bank, express, or telegraph money order, payable to the Internal Revenue Service.

## 1994 Chicago Hobby Trade Show new kit releases

VIA GORDON ERICKSON  
AND AMERICAN EAGLES

### AMT (1:72)

Northrop XB-35 (May)  
North Amer XB-70 Valkyrie (Sept)

### AMT (1:48)

Lockheed S-3A (ex-ESCI)(Jan)  
Douglas A-20 (Apr)  
Grumman F7F (Aug)  
Curtiss P-40N (Oct)  
~McD-D F-4G

### ACCURATE MINIATURES (1:48)

Grumman Avenger (Mar)  
Douglas 3/5 Dauntless  
Ilyushin Il-2  
NA Mustang Mk1A (RAF)

### CLASSIC AIRFRAMES (1:48)

Fokker D-21  
Fiat CR-42  
Macchi MC-200  
Mikoyan MiG-3  
Boulton-Paul Defiant

### ENCORE (1:72)

Tupolev ANT-5, I-4, I-4Z  
Polikarpov I-3

### HOBBYCRAFT (1:72)

Grumman S2F Tracker

### HOBBYCRAFT (1:48)

Bf-109G (1/2, 4, 6, 14)  
Bf-109K  
Avia S-199

Hispano Ha-1112  
Sup Spitfire Mk 14  
Sup Seafire Mk 15  
Vought F4U Corsair (3 variants)

### LTD (1:43)

PZL P-11c  
IAR 80A

### MODELCRAFT (1:72)

Bristol Blenheim (Frog) (Jan)  
A-W Whitley (Frog) (Mar)  
Avro Shackleton (Frog) (Mar)

### MODELCRAFT (1:48)

North Amer F-82 (B, E, and G)

### MONOGRAM (1:48)

Consol PBY-5 Catalina  
Heinkel He-111H-22 (w/V-1)  
Douglas A-26B  
Dornier Do-335  
Curtiss P-40E  
Bell P-39Q  
Convair F-102A  
Lockheed F-117A

### TAMIYA (1:48)

Focke-Wulf Fw-190A  
Nakajima George type 11

### TAMIYA (1:32)

McD-D F-15C Eagle

### TESTORS (1:72)

Convair XF-92 Dart  
Douglas F4D Skyray  
Supermarine Swift X4

Gloster FAW 1 Javelin

### TRUE DETAILS (1:72)

F-94C cockpit (for Emhar)  
F4U Corsair cockpit (for Hasegawa)

### TRUE DETAILS (1:48)

US WW2 bomb set

### ITALERI (1:35)

M-925 US 5-ton truck  
M4A3 Sherman w/Calliope rocket  
launcher  
JS-2  
SU-100

### TAMIYA (1:35)

Panzer IV J

### TAMIYA (1:20)

Humvee

### AMT (STAR TREK)

Enterprise B  
Klingon Bird of Prey  
USS Reliant  
Fiber-optic DS9  
Spock vinyl figure  
Constable Odo vinyl figure  
Quark vinyl figure

### AMT (STAR WARS)

Luke Skywalker vinyl figure  
Han Solo vinyl figure  
Darth Vader vinyl figure  
Fiber-optic Star Destroyer

# Russian Model Aid

BY ANDREW BIRKBECK

First there was Band Aid: international rock stars playing to raise money for the starving poor in Africa. Then followed Farm Aid: American musicians singing to raise money to "save the family farm". Well, now it's our turn. Model Aid: designed to aid starving modelers in bankrupt Russia!

As many of you know, I have been corresponding with a Russian modeler, Ivan (seriously, that's his name) from the city of Ekaterinburg. Ivan wrote to IPMS-Seattle out of the blue, hoping to develop a connection outside of his modeling hell, where models can only be had for the equivalent of a month's wages -- and that's just for a Matchbox kit. In years gone by, Ekaterinburg had a thriving model club, living off crummy VEB and Novo kits, when they could be had. Ivan himself never owned a Novo kit, which tells you how sad a state things were in. However, from time to time, someone with a modeling contact in the West

would come to a meeting and bring some kits to give out to those poor modelers who didn't have any themselves. Such Brotherly Love in the Workers' Paradise! However, upon the outbreak of capitalism in Russia, the five modelers in the Ekaterinburg club who had Western penpals up and formed themselves a model shop. Then they told the other modelers they now had to pay hard cash for the kits once handed out for free, and they demanded so much money for these scarce kits that few at the modeling club could afford even one kit. Consequently, the club has disintegrated.

So Ivan, in desperation, wrote to IPMS-Seattle, having found us in an issue of IPMS-USA's *Journal* that was doing the rounds. He actually wrote to a bunch of chapters, but only your trusty Secretary bothered to reply.

Anyway, Ivan sent IPMS-Seattle a nice collection of Russian books and kits. The

books are on aircraft and automobiles. The kits are armor. Also sent were a couple of diecast 1:43 car kits. My suggestion is this: grab a dose of Christmas Spirit, check through your hoards of kits and reference books, and see what you could spare for some hard-pressed modelers. The modelers of Ekaterinburg build 1:72 and 1:48 scale aircraft and 1:35 scale armor. They are interested in anything from WW2 to the present, military aircraft and vehicles, and also civilian automobiles. Their favorite books are *Squadron* books. I will give each of you a raffle ticket for every book and/or kit you bring in, and then we will have a drawing for the items received from Russia. So, *please*, turn up to the November meeting bubbling over with good will toward your hard-pressed counterparts in Russia, and maybe win yourself something interesting from west of Siberia!

## Aircraft Modeller's Guide to the IPMS Quarterly (Pt 1)

BY JORDAN ROSS VIA DAVE GORSLINE

AIRCRAFT TYPE

Aichi M6A1  
Aichi D3A1  
Airbus A300B  
Albatros D-3  
Albatros D-5a  
"

VOL/ISS

V6 / #3  
V2 / #2  
V12 / #3  
V11 / #1&2  
V5 / #3  
V6 / #3

Albatros W-4

Albatros Scout  
Alcock A1  
Alpha Jet  
Amiot 143  
Ansaldo SVA  
Arado Ar-95W  
Armstrong-Whitworth Siskin

V7 / #2

V7 / #4  
V1 / #1  
V11 / #4  
V11 / #2  
V11 / #2  
V8 / #1  
V10 / #4

Armstrong-Whitworth Seahawk  
 Avia B-35  
 Avia B-135  
 Avia L-29  
 Avro 504K  
 "  
 "  
 Avro Anson  
 "  
 Avro Lancaster  
 Avro Lincoln  
 Bachem Ba-349  
 Beech C-45  
 Beech Model 99  
 Bell AH-1G  
 Bell P-39  
 "  
 "  
 Bell P-63  
 Bell P-63 racer  
 Bell TH-1G  
 Bell TP-39  
 Bell UH-1B  
 "  
 Bell UH-1D  
 "  
 Bell UH-1H  
 Bell XFL-1  
 Bloch MB-152  
 "  
 Bloch MB-175  
 Boeing B-17  
 "  
 Boeing B-17E  
 Boeing B-17F  
 "  
 Boeing B-17G  
 "  
 "  
 "  
 "  
 "  
 Boeing B-29  
 "  
 "  
 "  
 Boeing B-47  
 "  
 Boeing B-50  
 Boeing B-52D  
 Boeing B-52G  
 Boeing C-97D  
 Boeing C-135  
 Boeing F4B-2

V10 / #4  
 V11 / #3  
 V11 / #3  
 V7 / #1  
 V1 / #5  
 V7 / #3  
 V8 / #4  
 V6 / #1  
 V7 / #2  
 V1 / #1  
 V8 / #4  
 V6 / #2  
 V11 / #4  
 V12 / #2  
 V5 / #1&2  
 V6 / #4  
 V7 / #1  
 V13 / #1  
 V5 / #1&2  
 V13 / #1  
 V9 / #1  
 V9 / #1  
 V6 / #2  
 V7 / #1  
 V9 / #2  
 V12 / #3  
 V6 / #2  
 V1 / #5  
 V5 / #1&2  
 V11 / #2  
 V2 / #6  
 V11 / #4  
 V13 / #4  
 V7 / #1  
 V1 / #4  
 V7 / #1  
 V1 / #4  
 V6 / #4  
 V8 / #2  
 V11 / #3  
 V13 / #4  
 V5 / #4  
 V8 / #2  
 V13 / #1  
 V8 / #2  
 V13 / #3  
 V7 / #1  
 V5 / #4  
 V6 / #3  
 V12 / #1  
 V12 / #3  
 V9 / #1

Boeing JKC-135A  
 Boeing KC-97  
 Boeing KC-135  
 Boeing NKC-135A  
 Boeing P-12  
 "  
 Boeing PT-17  
 "  
 Boeing RC-135D/T  
 Boeing XF5B-1  
 Boeing XP-15  
 Boeing 307  
 Boeing 707  
 Boeing 727  
 "  
 Boeing 747  
 Breguet 691  
 Brewster F2A  
 "  
 "  
 "  
 Bristol F2B  
 Cant Z-1007  
 Cessna O-2A  
 Cessna OE-1  
 Cessna Skymaster  
 Cessna T-37  
 Cessna T-37B  
 Cessna U-3B  
 Commonwealth Wirraway  
 Consolidated B-24D  
 "  
 Consolidated B-24J  
 "  
 "  
 "  
 "  
 Consolidated B-24H  
 Consolidated PBY Catalina  
 "  
 Consolidated PBY-5 Catalina  
 "  
 Consolidated P2Y2  
 Convair B-36  
 Convair B-58  
 Convair F-102  
 "  
 "  
 Convair F-106  
 Convair 540  
 Convair 990  
 Curtiss BF2C-1

V12 / #3  
 V12 / #4  
 V12 / #3  
 V12 / #3  
 V6 / #4  
 V9 / #2  
 V2 / #5  
 V2 / #7&8  
 V12 / #3  
 V1 / #5  
 V1 / #5  
 V13 / #4  
 V2 / #5  
 V7 / #4  
 V12 / #2  
 V7 / #2  
 V11 / #2  
 V7 / #4  
 V8 / #4  
 V9 / #1  
 V10 / #1&4  
 V8 / #4  
 V7 / #1  
 V11 / #1&4  
 V9 / #2  
 V4 / #3  
 V7 / #1  
 V13 / #3  
 V11 / #1  
 V2 / #6  
 V2 / #2  
 V7 / #1  
 V1 / #2  
 V4 / #3  
 V5 / #3  
 V6 / #3  
 V8 / #2  
 V6 / #3  
 V2 / #5  
 V11 / #2  
 V9 / #1  
 V10 / #4  
 V9 / #1  
 V9 / #1  
 V8 / #1  
 V4 / #1&2  
 V7 / #3  
 V10 / #2  
 V4 / #4  
 V3 / #2  
 V6 / #3  
 V7 / #4

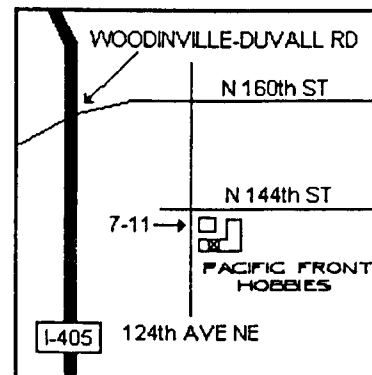
Curtiss CW-21	V10 / #4	"	V2 / #7&8
Curtiss C-46 Commando	V13 / #2	Curtiss P-40N	V2 / #2
Curtiss F11C-2	V1 / #6	"	V6 / #3
"	V9 / #1	"	V13 / #1
Curtiss Hawk 75	V8 / #4	Curtiss SBC-3	V7 / #3
"	V10 / #4	"	V9 / #1
"	V11 / #2	Curtiss SBC-4	V7 / #3
Curtiss P-36	V12 / #4	Curtiss SB2C-3	V7 / #3
Curtiss P-40E	V1 / #2	Curtiss SB2C-5	V8 / #2
"	V3 / #2	Curtiss SOC-3	V9 / #1
"	V6 / #3	"	V10 / #4
"	V7 / #1	Curtiss XSBC-1	V7 / #3
Curtiss P-40F	V4 / #3	Curtiss XSB2C	V7 / #3
Curtiss P-40M	V1 / #6	Curtiss XP-36E	V12 / #4
Dassault Mirage 3EP	V10 / #4	Douglas AD-6	V7 / #2
DFS 230	V8 / #1	Douglas A-20	V3 / #4
DeHavilland Mosquito	V6 / #4	"	V7 / #1
"	V9 / #2	"	V11 / #2
"	V10 / #3	Douglas A-26	V6 / #4
DeHavilland Mosquito FB 6	V2 / #5	"	V8 / #1&2
DeHavilland DH-9/9A	V1 / #5	Douglas C-47	V2 / #2
DeHavilland Beaver	V8 / #4	"	V4 / #1
"	V12 / #3	"	V7 / #4
DeHavilland Otter	V6 / #1	"	V8 / #1
DeHavilland Caribou	V8 / #3	"	V11 / #1
DeHavilland Venom FB 4	V11 / #4	Douglas DC-3	V11 / #4
Dewoitine D-520	V11 / #2	Douglas DC-6	V13 / #1
Dornier Do-17P	V8 / #1	Douglas DC-7	V13 / #1
Dornier Do-28	V12 / #4		
Douglas A-1	V2 / #5	Douglas LC-117D	V13 / #4
"	V4 / #1&2	Douglas M-2	V13 / #4
"	V5 / #4	Douglas R4D	V6 / #1
"	V6 / #3	Douglas SBD	V1 / #4
"	V7 / #4	Douglas TBD	V2 / #2
Douglas A-1E	V3 / #1	Douglas XA2D	V13 / #1
Douglas A-1G	V3 / #1	Fairchild AC-119	V5 / #1&2
Douglas AD-5W	V7 / #2	"	V6 / #4
Douglas AD-5N	V7 / #2	"	V13 / #4

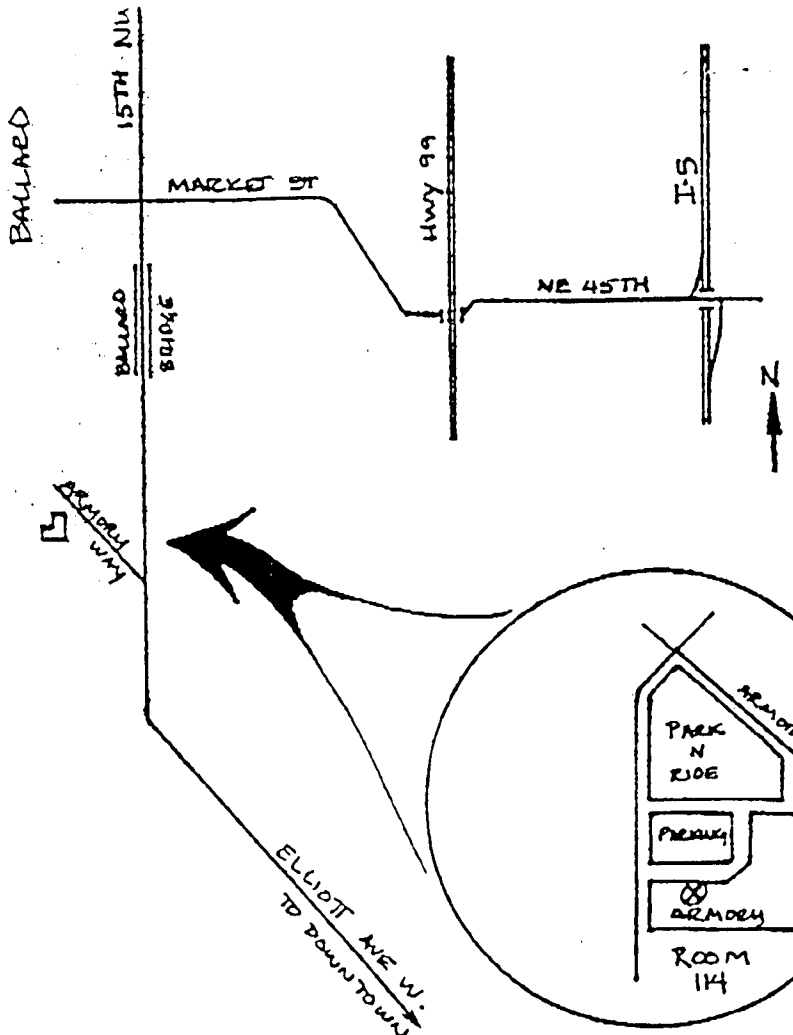


## PACIFIC FRONT HOBBIES

Model Kits Of All Kinds (No R/C or Trains)  
Plans - Books - Tools - Accessories  
For the Scale Model Builder

14320 124th Ave. NE Hours  
(Kingsgate Plaza) 10:00 am to 6:00 pm  
Kirkland, WA. 98034 Tuesday - Saturday  
206-821-2564





# NEXT MEETING!!

SATURDAY, NOVEMBER 12 at 10.00am

NATIONAL GUARD ARMORY  
 Room 114  
 1601 W. Armory Way  
 Seattle, WA

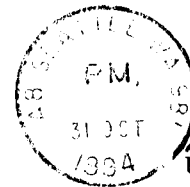
From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive-south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

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 Elliot to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.

PMS-SEATTLE  
 SPRING SHOW  
 MARCH 11, 1995

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

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



NEXT MEETING: Saturday, November 12 at 10.00am  
 See the above map for meeting location.

William B Johnson  
 6707 204th St SW, C-201  
 Lynnwood, WA 98036

