

NEWSLETTER

EDITED BY KEVIN CALLAHAN

APRIL 1995

1995 IPMS-Seattle Spring Show

Once again we have survived the annual trial by ordeal and put another show in the record books. Despite a torrent of rain on the outside, modellers who managed to dash through the parking lot with a (relatively) dry model were treated to a show that was approximately the same size as last year's.

There were around 520 model registrations. Since there were fewer collections in 1995, I think there were fewer actual models on the tables, though not many. Total gate (walk-ins and registration) was up over last year, reflecting the effort to get the word out about the Spring Show. Not only did we have the local hobby stores well canvassed, but Andrew contacted all of the local newspapers to have our show added to their event calendars. There appeared to be many non-modellers coming through the door; maybe we converted some of them.

The turnout in aircraft is always good at an IPMS show, and ours was no exception. There was a lot of new material to be seen (one of the

nice things about being the season's first show is that we bring out a lot of the winter's model production for the first public showing). There was a very difficult shootout for Best Aircraft between a 1:48 A-6 and a 1:72 Do-335. Both had tons of scratchbuilt detail and a high standard of construction and finish. Half of the judges must have been called in to give their opinions before the consensus shifted toward the A-6. It is really unfortunate that only one could be chosen; both were excellent.

Armor turnout, which has been wildly inconsistent in local shows over the last couple of years, made a major resurgence at the Spring Show. The Closed-top categories in 1:35 were especially filled with nice work.

Cars modellers rarely show up in large numbers to our shows, possibly due to the availability of other specialized car model clubs in the Puget Sound area. It did appear that numbers were slightly up from last year.

One group of tables that were conspicuously unfilled were the Juniors categories. I think

everyone recognizes this as a problem, and I won't belabor the point again here, but possibly the biggest challenge our hobby faces in the next 5-10 years is how to get the next generation interested in modelling. Selling a hobby which is slow, meticulous, detail-oriented, and based largely in books is going to be rough.

In looking back on the event as a whole, I can't remember any one particular model that was so stunning that it was obviously the hit of the show. But I do remember that the quality level of the average entry was really quite high. That may work against us in the long run, since it is intimidating for someone who may not be at that level yet to place their work on the table and open themselves up to (even well-meaning) criticism. But you have to salute the people who actually got out there and *did it* rather than sit back and complain about the lack of new kits or, even worse, how bad everyone else's models were. The 1995 Spring Show saw a lot of great – and a lot of new – material, which is a benefit to us all.

While we are saluting, we should send a note of thanks to the many volunteers who helped make the Show work. The usual gang of crazies showed up on Friday night to move the tables around, fold table cards, and sling linens. On the day of the Show, we actually seemed to have enough workers, enough judges, and enough traffic directors to get the job done. Part of this comes from the fact that the same basic team has run this show for the last three years. Everyone is used to our style and format, and knows what is expected of them.

Terry and Jill Moore ran the Registration area, Andrew and Twyla Birkbeck set up the Entrance desk and kept track of the money, Nick Ferriola

managed the vendor room, I did all the forms and table cards as well as try to ride herd on the model room on the day of the show, and Andrew oversaw the judging. Special thanks to one and all; I certainly won't try to note everyone by name. Thanks also to the Washington Guard for the use of their facility.

The next two events on the calendar are the Regional Convention in Mt Vernon on April 15 (see a copy of their flyer later in the newsletter) and the Museum of Flight's Model Show in June.

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I've received notification of a model building class being held at the Federal Way Boys and Girls Club. This might be just the way to introduce a kid

to the hobby. Unfortunately, I found out about it after the last newsletter was put to rest, so the class will already have already started. Still, there is plenty of time left to join in. Following is the class description:

MODEL BUILDING. THIS CLASS IS DESIGNED TO HELP CLUB MEMBERS LEARN HOW TO BUILD MODELS. THE CLASS WILL TEACH TWO DIFFERENT TYPES OF MODELLING: BOTH KIT AND SCRATCHBUILT. THERE IS NO COST FOR THE CLASS, BUT MEMBERS MUST PROVIDE THEIR OWN MODELS AND MATERIALS. LOCATION: CLUB ARTS AND CRAFTS ROOM (AT THE FEDERAL WAY BOYS AND GIRLS CLUB, 30815 8th AVE S, FEDERAL WAY, WA). INSTRUCTOR: RICARDO CASAS, FROM CREATIVE CONCEPTS. STAFF CONTACT: JON EVANS. THE CLASS WILL BE HELD EACH FRIDAY FROM 3/17 TO 6/2, FROM 4:00pm TO 6:00pm.

1995 Spring Show Winners

AIRCRAFT-BIPLANES

1ST Fokker D-7
2ND DeHav DH-2
3RD Sopwith Schneider

AIRCRAFT - SINGLE PROP (1:72)

1ST Bf-109E
2ND Fw-190 A-8/R-11
3RD Curtiss XP-55 Ascender

AIRCRAFT - MULTI PROP (1:72)

1ST Dornier Do-335A-6
2ND Dornier Do-335
3RD Mitsubishi Ki-46 Dinah

AIRCRAFT - SINGLE JET (1:72)

1ST Douglas TA-4J
2ND Bell X-1
3RD Grumman F9F Panther

AIRCRAFT - MULTI JET (1:72)

1ST Grumman A-6E
2ND McD-D F/A-18C
3RD Sukhoi Su-27

AIRCRAFT - HELICOPTERS

1ST Sikorsky SH-3H (Everett Quam)
2ND Bell-UH-1N (Bill Thomson)
3RD Mil Mi-6 (Dave Holmes)

AIRCRAFT - SINGLE PROP (1:48)

1ST NA P-51D (Ted Holowchuk)
2ND Bf-109F-4 Trop (John Valadez)
3RD Mitsubishi A6M2 (Dave Holmes)

AIRCRAFT - MULTI PROP (1:48)

1ST Lockheed P-38 (Paul Ryall)
2ND NA B-25 (Jeff Smith)
3RD DeHav Mosquito PR16 (Richard Hoard)

AIRCRAFT - SINGLE JET (1:48)

1ST Republic F-105D (Jeff Smith)
2ND Lockheed F-104 (Les Sundt)
3RD MiG-21MF (Les Knerr)

AIRCRAFT - MULTI JET (1:48)

1ST Grumman A-6 (Les Knerr)
2ND H-S Buccaneer (Les Knerr)

3RD McD F-101B (Jeff Smith)

AIRCRAFT - 1:32 AND LARGER

1ST Me-163 (Bill Speece)
2ND Nieuport 17 (Richard Urban)
3RD Douglas TA-4J (Rocky Rockwell)

AIRCRAFT - AIRLINERS

1ST Junkers F-13 (Jim Schubert)
2ND Boeing 767 (Les Sundt)
3RD Boeing 707 (Kevin Callahan)

AIRCRAFT - CIVIL SPORT RACING

1ST DeHav DH-88 (L. Schiller)
2ND Pitts S-2 (Ted Holowchuk)
3RD Gee Bee (Les Knerr)

AIRCRAFT - 1:100 AND SMALLER

1ST Ki-46 (Paul Ryall)
2ND Eurofighter (G. Adams)
3RD Raiden (G. Adams)

AIRCRAFT - VACUFORM, SCRATCHBUILT

1ST Fokker D-8 (Harry Avis)
2ND Bu-133 (Jim Schubert)
3RD Miles M-20 (Kevin Callahan)

ARMOR - CLOSED-TOP (PRE-1945)

1ST Panzer 4 F1 (George Stray)
2ND King Tiger - Porsche (George Stray)
3RD King Tiger - Henschel (George Stray)

ARMOR - CLOSED-TOP (POST-1945)

1ST M-113 APC (?)
2ND Swiss G-13 (G. Angleton)
3RD AMX-30 (G. Angleton)

ARMOR - OPEN TOP

1ST M-41 (G. Whitefield)
2ND M-19 (G. Whitefield)
3RD M-12 (G. Whitefield)

ARMOR - ARMORED CARS, HALFTRACKS

1ST Panzerwerfer (George Stray)
2ND RR Armored Car (G. Whitefield)
3RD SA-9 Gaskin (M. Smith)

ARMOR - SOFTSKINS, ARTILLERY, MISSILES

1ST WC-56 (Rocky Rockwell)
2ND BMW (?)
3RD DKUW (G. Whitefield)

ARMOR - 1:72 AND SMALLER

1ST M-48 (Mikel?)
2ND M-48 (George Hasse)
3RD Leopold Rail Gun (Mikel?)

AUTOMOBILES - FACTORY STOCK

1ST Prowler (Andrew Bertschi)
2ND Prowler (Everett Quam)
3RD 1969 Superbee (Joe Spitzer)

AUTOMOBILES - COMPETITION

1ST Castrol GTX (Dave Holmes)
2ND Pennzoil Pontiac (Ted Holowchuk)
3RD OL99 Shelby (Tracy Roselini)

AUTOMOBILES - HOT RODS

1ST Viper (Joe Spitzer)
2ND 1949 Ford (?)
3RD 1940 Ford (?)

AUTOMOBILES - OTHER VEHICLES

1ST 1951 Chevy Custom (Mike Weaver)
2ND Chevy S-10 (Everett Quam)
3RD Mack Snowplow (Bill Ayer)

FIGURES - UP TO AND INCLUDING 90mm

1ST Conquistador (Stan Cozad)
2ND 95th Rifles (Stand Cozad)
3RD Chasselier (Dennis Young)

FIGURES - LARGER THAN 90mm

1ST Blue Knight (Jeffrey Smith)

FIGURES - SCI-FI AND FANTASY

1ST Opportunist (Patrick Grady)
2ND Jean Luc Picard (Terry Moore)

SPACE, SCI-FI - REAL SPACECRAFT

1ST Space Shuttle (Bill Speece)
2ND Shuttle and tower (Mark Andrews)

SPACE, SCI-FI - SCI-FI AND FANTASY

1ST NCC-2000 Excelsior (Tracy White)
2ND Klingon Bird of Prey (GWJ?)
3RD Deep Space Nine (Aaron Johnson)

SHIPS - POWERED (1:401 AND SMALLER)

1ST HMS Jervis (Jeffrey Smith)
2ND KM Z-38 (Jeffrey Smith)
3RD IJN Fubiki (Jeffrey Smith)

SHIPS - POWERED (1:400 AND LARGER)

1ST PT Boat (Steven Russo)
2ND Olympia battleship (Roger Torgeson)
3RD LCPR (George Hasse)

SHIPS - SAILING, SUBS, OTHER

1ST IJN sub T25 (Jim Schubert)
2ND Churchill sailing vessel (Jeffrey Smith)
3RD U-Boat Type 7 (Arn Sletterbak)

DIORAMAS - AIRCRAFT

1ST A-20 Havoc (Terry Moore)
2ND Spitfire PR11 (Glenn Adams)
3RD Spitfire FR9 (Glenn Adams)

DIORAMAS - ARMOR

1ST PZ-4 Jagdpanzer L/70 (Paul Lindgren)
2ND Matilda (Jeff Smith)
3RD The 10000 (Les Knerr)

3RD Ardennes 1940 (G. Whitefield)

DIORAMAS - AUTOMOBILES

No entries

DIORAMAS - SHIPS

1ST Juno (Neil Ramage)
2ND Seaquest Stinger (Mac Nguyen)

DIORAMAS - FIGURES

1ST Waterloo (Dennis Young)
2ND POW camp (Mac Nguyen)
3RD 88 Gun (George Johns)
3RD Roarkes Drift (Dennis Young)

JUNIORS - AIRCRAFT

1ST Red Baron (Ed Rosemuller)
2ND F-16 (Fajr Wilson)
3RD F-105 (Daniel Gorsline)

JUNIORS ARMOR

1ST Tiger 1 (Riley McDowall)
2ND M24 Chaffee (Riley McDowall)
3RD Quad-gunned halftrack (Kelly Sandels)

JUNIORS - AUTOMOBILES

1ST 1950 Chevy pickup (Scott Norton)
2ND 1966 Chevelle (Ed Rosenmuller)
3RD 1934 Ford pickup (Ed Rosenmuller)

JUNIORS - SHIPS

1ST Mogami (Daniel Gorsline)

JUNIORS - FIGURES

1ST Space Wolf (Brian Hansen)
2ND Ultramarines (Brian Hansen)

JUNIORS - DINOSAURS

1ST Stegosaurus (Joyce Johns)
2ND Dinosaur (Meghan Cahill)
3RD Bionic dinosaur (Kelly Sanders)

OTHER - MISCELLANEOUS

1ST Big Boy locomotive (J. Smith)
2ND BMW 003E engine (John Valadez)
3RD Flatcar (Bill Gruner)

OTHER - COLLECTIONS

1ST Mitsubishi Zero (B. Thompson)
2ND WW1 1:48 Fighters (IPMS-Seattle)
3RD Slammer cars (Everett Quam)

OTHER - FLIGHTS OF FANCY

1ST A-21 (K. Person)
2ND Y-wing F-16 (K. Person)
3RD B-2 w/drone (Everett Quam)

OTHER - BEST 1:72 SPITFIRE

1ST Spitfire 14e (Bill Johnson)
2ND Spitfire 14c (Ted Holowchuk)
3RD Spitfire 14 (B. Thomson)

OTHER - BEST 1:48 SPITFIRE

1ST Spitfire 1 (Terry Moore)
2ND Spitfire 5b (Ted Holowchuk)
3RD Spitfire 8 (Richard Hoard)

Spitfire Colour Notes

BY GORDON ERICKSON

The recent flood of new Spitfire kits inspired me to dig into my stash of miscellaneous modeling reference material to unearth an ancient copy of a 2-part article on the Spitfire Mk. Vb from the April and May 1978 issues of the British magazine *Scale Models International*. Much of the information in it came from the authors' study of museum Spitfires and an original Spitfire Mk. Vb manual. For those reasons I have found it invaluable. This article reflects

their observations and my application of them to the Hasegawa 1:48 Spitfire Mk. Vb.

Basic Cockpit Color: If it hasn't become so much dry sludge in the tinlet, the perfect colour is Humbrol HD3 Aircraft Grey Green. I don't think the color is still available. Hasegawa would have you use Gunze Sangyo color H-312, FS34227 - Israeli Light Green. This color is not dark enough nor grey enough. Color matching and mixing is not my forte (and since my two tins of

HD3 are still good, it doesn't have to be, thank God!) but after some experimentation I found that a 50/50 mix of the Gunze H-312 and H-305 (FS36118 - Gunship Grey) will get you in the ballpark. It seems grey enough, but I think it needs to be just a little darker green.

Interior Fuselage and Cockpit Floor: Overall Aircraft Grey Green. In the real aircraft, the three rectangular slots in part A19 are openings in the floorboard. You could carve the slots open

or just paint the bottoms and sides of the slots Flat Black to give them some depth.

Cockpit Sidewalls: Grey Green with Black boxes and details. The twin bottles molded into the rear of the port sidewall (part A8) are the CO₂ bottles and should be painted bright green with silver piping at the top. The oxygen bottle on the starboard fuselage (part A18) should be blue, not white.

Cockpit Bulkheads (parts B4, B22, and C2): Grey Green. The headrest on part B4 should be painted leather color (though the headrest was not always present). The round object on the aft portion of the bulkhead, directly behind the headrest, is a voltage regulator and should be painted Flat Black. There should be no gap between the top of the rear bulkhead (part B22) and the fuselage, so you will need to fill it in.

Pilot's Armor and Seat Legs (Part A16): The portion of this part representing the armor plate can be painted metal color per Scale Models International, or you can paint it Grey Green. The seat legs should be painted Grey Green.

Pilot's Seat: The original seat was black molded bakelite, but can also be painted Grey Green. A piece of stretched sprue can be used to represent the seat adjustment lever on the starboard side of the seat.

Instrument Panel: The support legs are Grey Green (don't forget to drill out the lightening holes) and the panel itself is Flat Black with Gloss Black instrument faces. You

weren't even thinking of using the decal, were you?

Miscellaneous: The control column (part A6) is Grey Green with a semi-gloss Black grip. The gunsight (part G1) is Flat Black. The rudder pedals (parts A22 and A23) should be Grey Green. Contrary to the Hasegawa instructions, the wheel well and gear doors' interior should be Grey Green and the main gear struts and wheel hubs should be metal, not British Light Aircraft Grey (the undersurface color).

Needless to say, the attempt to definitively determine and document color schemes from a time before widespread color photography is rife with difficulty, uncertainty, and pitfalls. And the accuracy of the information one gains from the study of museum-restored aircraft is completely dependent on the knowledge and ability of the restorers. I can't guarantee that all of the above information is correct, but at some point you just gotta take a stand. No doubt as soon as I apply the final coat of flat finish to my Spit, rare color photos will be unearthed showing almost everything I did is wrong... but that's modeling!

Other Important Stuff

You will be receiving this newsletter toward the middle of April, rather than the end of March. The Regional Convention is only a couple of days away (though I've still included the flyer for those of you who don't have the address), and the membership list we had hoped to include in this issue has been delayed until next time.

As many of you know, I do most of the newsletter on my work PC, in spare moments throughout the month. Since I work as a Project Manager, the load is very schizoid: insane activity one minute and dead silence the next. In the last few months I've gotten shanghai'd by a huge project that kept all the insanity, but left out all the dead silence. We're migrating my bank's backoffice processing (15 departments and around 350 jobs) to another state. The bottom line is that if I'm actually in town and at my PC, it is usually to answer e-mail.

It appears that this nonsense will continue through the summer, so I have to beg your indulgence for a few more months yet. Luckily, I do have some material waiting to be published, so it's not like I have to write it all myself. You'll soon be seeing a book review by Robert Allen and some original research on the Speed Spitfire by Jim Schubert. And of course Andrew and I will finally get that membership list finished.

I also remember having a few classified-type ads that members wanted to put in to the next newsletter, but I've managed to lose some of the details. One I did find was from Rick Fletcher (at 833-9384) who was looking for at least one pair of Jaguar 1:18 scale metal Burago brand wheels and tires. If you were one of the others looking to buy or sell something, just give me another copy at the next meeting. Don't forget to include your name and phone number (or address).

I'll leave you with one optimistic note. While at the April meeting I found out that the AMT 1:72 B-35 had finally arrived. Being a committed 1:72 zombie with a love for unconventional aircraft, I dashed out and bought one. I wasn't alone; at least three other IPMS-Seattle types were standing in line with them as well. Since then I've put together the cockpit (which

looks great until you realize very little of it will be visible through the canopy glass) and duffited the entire kit.

So far there seems to be little of the warping problems that made the KC-135 such a chore, or the questionable engineering that gave us such a difficult fuselage for their B-52 kits. And a 28" wingspan flying wing is a seriously cool

piece of hardware to have on your modelling desk. I know of at least two people who are claiming that they can have one finished by the May meeting. Why don't you join in too and see if we can equal Northrop's wing production numbers! Hopefully we can get a full review into next month's newsletter.

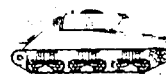


PRESENT

THE

International Plastic Modelers Society

RECON 95



TRACKS & PROPS
BELLINGHAM, WA

The largest award package in region history!
4000+ sq ft of Show Floor 2500+ sq ft of Vendor Space

SHOW THEME

The End Of War And A Return To Peace

SPECIAL CATEGORIES

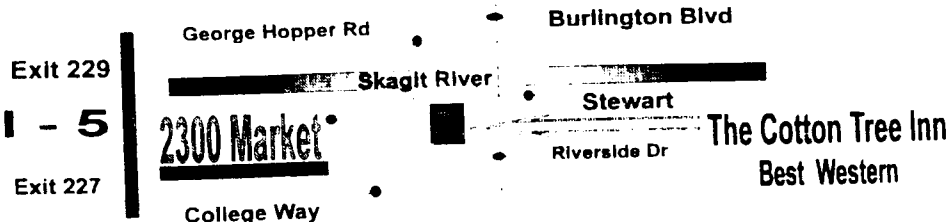
WEAPONS OF '45
(Any weapon used in 1945)

50 YEARS OF MUSCLE CARS

Contact

Thom Morton 206-678-3618 Lee Howard 206-675-8151 Fred Charlton 206-671-0708

April the 15th 1995 Best Western - Mt Vernon
Registration 9am to 1pm - Judging 1pm to 3pm - Awards 3pm to 4 pm



North Whidbey Plastic Modelers Model Contest Categories

AIRCRAFT

- 101) 1/73 & smaller - Propeller
- 102) 1/73 & smaller - Jet
- 103) 1/49 to 1/72 - Single engine Propeller
- 104) 1/49 to 1/72 - Multi engine Propeller
- 105) 1/49 to 1/72 - Single engine Jet
- 106) 1/49 to 1/72 - Multi engine Jet
- 107) 1/33 to 1/48 - Single engine Propeller
- 108) 1/33 to 1/48 - Multi engine Propeller
- 109) 1/33 to 1/48 - Single engine Jet
- 110) 1/33 to 1/48 - Multi engine Jet
- 111) 1/32 and larger - Propeller
- 112) 1/32 and larger - Jet
- 113) 1/72 and smaller - Helicopters
- 114) 1/71 to 1/48 - Helicopters
- 115) 1/47 and larger - Helicopters
- 116) 1/73 & smaller - Biplanes
- 117) 1/49 to 1/72 - Biplanes
- 118) 1/33 to 1/48 - Biplanes
- 119) 1/32 and larger - Biplanes
- 120) All scales - Miscellaneous
- 121) All scales - Dioramas

ARMOR

- 201) 1/35 and Larger '45 and earlier - Open Top
- 202) 1/35 and Larger '45 and earlier - Closed Top
- 203) 1/35 and Larger '45 and earlier - Soft Skinned
- 204) 1/35 and Larger '48 and later - Open Top
- 205) 1/35 and Larger '48 and later - Closed Top
- 206) 1/35 and Larger '48 and later - Soft Skinned
- 207) 1/36 and smaller '45 and earlier - Open Top
- 208) 1/36 and smaller '45 and earlier - Closed Top
- 209) 1/36 and smaller '46 and earlier - Soft Skinned
- 210) 1/36 and smaller '46 and later - Open Top
- 211) 1/36 and smaller '46 and later - Closed Top
- 212) 1/36 and smaller '46 and later - Soft Skinned
- 214) All scales Field Battery - Artillery
- 215) All scales Field Battery - Anti- Aircraft
- 216) All scales Field Battery - Missiles
- 217) All scales Field Battery - Rocket Launchers
- 218) All scales Dioramas

AUTO

- 301) 1/20 to 1/25 - Factory Stock
- 302) 1/20 to 1/25 - St Pro Street
- 303) 1/20 to 1/25 - St Machine / Custom
- 304) 1/20 to 1/25 - Open Wheel Drag
- 305) 1/20 to 1/25 - Closed Wheel Drag
- 308) 1/20 to 1/25 - Open Wheel Circle Track
- 307) 1/20 to 1/25 - Closed Wheel Circle Track
- 308) All Scales - Monster Trucks
- 309) All Scales - Motorcycles
- 310) 1/19 and Larger - Cars & Light Trucks
- 311) 1/26 and Smaller - Cars & Light Trucks
- 312) All Scales Commercial - Cars & Light Trucks
- 313) All Scales Commercial - Semi's
- 314) All Scales Commercial - Equipment
- 315) All Scales Commercial - Dioramas

SPACE / SCIENCE FICTION - FANTASY / FIGURES

- 401) All Scales Space Vehicles - Real and Proposed
- 402) All Scales Space Vehicles - Fictional and Fantasy
- 403) All Scales Figures - Real and Historical
- 404) All Scales Figures - Fictional and Fantasy
- 405) All Scales - Dioramas

SHIPS

- 501) All Scales - Sailing Vessels
- 502) 1/451 and smaller - Powered Ships
- 503) 1/451 and larger - Powered Ships
- 504) All Scales - Submarines
- 505) All Scales - Dioramas

JUNIORS

- | | |
|--|--|
| 1) All Scales - Ages 12 and Under - Aircraft | 7) All Scales - Ages 13 to 17 - Aircraft |
| 2) All Scales - Ages 12 and Under - Ships | 8) All Scales - Ages 13 to 17 - Ships |
| 3) All Scales - Ages 12 and Under - Armor | 9) All Scales - Ages 13 to 17 - Armor |
| 4) All Scales - Ages 12 and Under - Auto | 10) All Scales - Ages 13 to 17 - Auto |
| 5) All Scales - Ages 12 and Under - SF | 11) All Scales - Ages 13 to 17 - SF |
| 6) All Scales - Ages 12 and Under - Misc | 12) All Scales - Ages 13 to 17 - Misc |

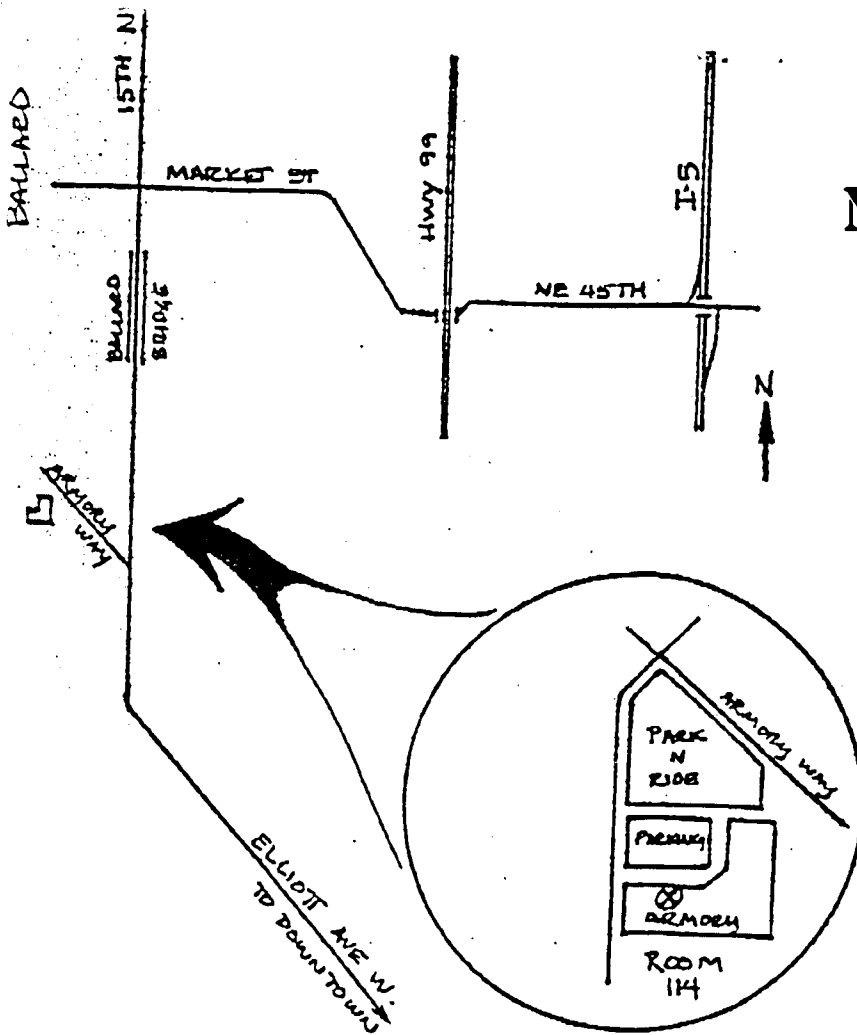
TROPHY CATEGORIES

Best Aircraft	Best Military Vehicle	Best Civilian Auto
Best Ship	Best Figure	Best Junior
Best Weapons of 45'	Best of Show	People's Choice
Best Aircraft of 45'	Best Military Vehicle of 45'	Best Ship of 45'
Best Muscle Car	Best Diorama	Best 45' Figure

Display area for non-competitors

Registration Fees

\$5.00 will register and enter the first 3 entries. \$1.00 for each entry there after.



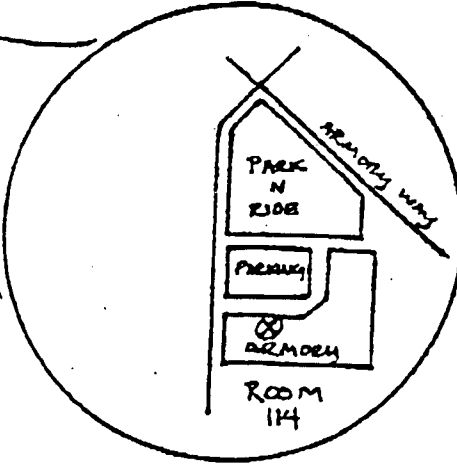
NEXT MEETING!!

SATURDAY, MAY 13 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 Elliott to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.



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, May 13 at 10.00am
 See the above map for meeting location.

William Holowchuk
 19627 133rd Dr SE
 Snohomish, WA 98290

