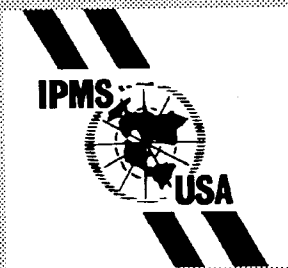


Seattle Chapter News



Seattle Chapter
IPMS-USA
August, 1997



More Observations On Judging

Last issue I talked about contest judging and what judges look for. Having judged many contests over the years up including the national level, I have seen many models that their builders thought were the greatest creation since...well the Creation. After having been read the riot act more than a few times by irate trophy hunters, I thought I would seek a small measure of revenge and recall a few of my favorite non-winners. Quarter scale P-38. All the aftermarket products. Bare plastic showing where the model was handled during assembly. Panther G. All sorts of equipment hanging off the hull and turret, after market tracks, all hatches open and no interior at all! Scratch built USN frigate (modern). Looked like the modeller spent years on it. Sitting on a plaster of paris ocean that took about an hour. Ewww! I could continue, but there are more important things in this issue than me recalling some bed "good" models. Even the scratchbuilt 32nd scale Avenger with the national insignia upside down (hint: when the wings are folded, the star should be pointing down). See you at the meeting.

Terry

enough funds for food, room or vendors area (an important consideration). With extreme disappointment I had to cancel my travel plans to the convention. My only appearance in Columbus was to be the models that someone else would have to carry back for me. But I still had my vendors room funds. Then, while in Atlanta on a business trip, I called home to let my better half know that I arrived safely and she told me about the Collings Foundation B-17 & B-24 touring through the Seattle area the next weekend. Another opportunity to fulfill one of my life dreams...a ride in a B-17. Arriving home Friday afternoon, I made plans to drive up Saturday morning to Arlington airport where the aircraft were on display. Mentally, I tried not to get too excited as I had been dented a flight twice in years past, due to weather (it always rains in the Northwest) and mechanical problems. I found the person coordinating the flights and she said there was a space still available for the 11 am flight. Unfortunately, it was 9 am and the 7 am flight had not yet departed due to fueling difficulties. Mine would be the last flight of the day before the aircraft departed for their next venue. Hopefully my scheduled flight would not be canceled. But, at least the weather was on my side today and the B-17 started on

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How I Spent My Vendors Room Money

In the nature of the business I am working in (advertising coordinator for a major auction company), it is difficult to plan vacation time far in advance. I had planned to use my air miles that I had built up for travel to Columbus but by the time I was able to schedule my flying time there was no way the airline could schedule a return flight for me until the middle of August. I could have purchased a ticket but would not have had

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it's scheduled flights. Maudie, the scheduler, said it looked like we would be able to go, so she handed over the paperwork to fill out. I did the paperwork (mostly concerning FAA regulations concerning flights on Limited rated aircraft). I was about to write the check when she said "Do you want any stick time?" "Excuse me?", I asked. She explained that a limited number of opportunities were available to take the controls during the flight, and that there was a spot open on my scheduled flight. I was hoping for just a short ride and here was a chance to actually take the controls. Now I'm excited! I paid her then ran to my van to call home. My recollection of the phone call was that my voice was breaking up, trying to get across the point that I needed to have my log book brought up to the airport so I could have it signed off after the flight. My wife and oldest son tracked it down and my son, having been awoken by a very excited dad, agreed to bring it to me. Now the wait. There were 3 flights still ahead of mine. Every time the B-17 returned I seemed to get a little more tense. I began to notice little details, such as the crosswind, mentally telling the pilot to drop his upwind wing and crab into the wind (as if he had never read the B-17 flight manual!). Or the next landing, where I thought the brakes were applied too soon after touchdown. My oldest son arrived with my log book and my leather flight jacket (wife thought it would be appropriate. Bless her.) He said my wife and youngest son would be up shortly as they couldn't miss this adventure. Then the preflight briefing. Basically saying stay strapped in to your position until the wheels leave the runway, then freedom to move around anywhere in the aircraft.

A brief history of the aircraft Built in 1944, service as an SB-17, with a 33' Higgins lifeboat carried on the belly, as a target for early A-bomb tests, and as tanker 99, part of a fleet of B-17's used as fire bombers in the '60's and '70's. Now to it's current life as a flying museum piece, lovingly restored to near original condition. I was somewhat nervous now, as my wife and youngest son had not yet arrived and the aircraft was due back soon for MY flight. Fortunately they pulled in a few minutes before the B-17 did, having been stuck in a traffic jam. She was afraid she had missed me and I was glad they

made it, knowing now that I would have someone I knew watch me start this bold venture. Then the B-17 appeared on its downwind. Do I have time to go to the bathroom? Naw, it can wait. The scheduled passengers for the flight were gathered up and made their way to the taxiway. I scooped up the video camera and still camera and started out. I decided to turn on the video camera and shoot as much as possible without using the viewfinder. As we were waiting on the taxiway she rolled up and the passengers exited the aircraft. All this time the engines are still running. Now its our turn.

THE FLIGHT

It would have been interesting to enter the B-17 through the nose hatch a' la Gregory Peck, but no Hollywood theatrics this day, as the engines were still running. So, through the main entry hatch and work my way forward to my take off station, on the deck behind the co-pilot. My first thought working my way forward was how one did this with electrically heated suit, parachute harness, life vest, body armor and other fright gear. As I force fit my 6' 6.5" frame on the deck behind the co-pilot, my next thought was that even at idle this aircraft is loud. But what a sweet loud noise it is. I realize as I sit down that I have no view outside the aircraft. So, as the B-17 taxis out I will just listen to the sounds of the airplane and when the takeoff roll starts I will hold the video camera over my head, point it out the window and watch the takeoff later at home, on TV. All the noises are there. Squealing brakes, hydraulic motors, those gloriously loud Wright Cyclones. And now we're rolling. Engines at full throttle (REALLY loud), she swings slightly as the pilots compensate for the crosswind and we are airborne! I just gotta see this. I undo my seat belt and stand up behind the co-pilot. The air is a little rough and I bounce my head into the side of the top turret. Ow. I hear the gear coming up as we head north out of Arlington. It is amazing to me how the farmers fields of Snohomish County resemble the farmers fields of England...

We turn to the west and head out towards Puget Sound. It will be a little smoother over the Sound so everyone should have a nice easy ride. I moved into

the top turret to get a few good photos all the way around the aircraft. I'll bet these .50's were loud, too. There were two of us scheduled for stick time so before we took off we flipped a coin to see who would go first. He did. When I came down out of the turret he was sitting in the LEFT seat. Oh wow, this is too good to be true! I can hardly wait for my turn. Surprisingly, I never left the cockpit. Soon, his 15 minutes are up and it's my turn. MY TURN! Terry D. Moore, flying a B-17. Unbelievable. Getting into the left seat was real easy, having done it a few times in ground bound B-17's. I fumbled about for a few seconds with the seat belt when the pilot indicated to never mind the belt. Through hand signals, told me to maintain altitude (500') and gave me the direction to fly. My hands and feet are on the controls...savor the moment!

The controls were actually heavier than I was expecting - not nearly as light as the Cessnas I had flown years ago. Two

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Editor's Comments:

minute turns were very easy. The rest was straight & level flying. Not much to determine the full flying capabilities of the B-17, but enough for me at the time. I took a moment to snap a few photos and to check the scenery outside. One beach we flew over people were pointing up at the airplane. "Yes", I thought, "this is ME up here flying this airplane. Enjoy the rest of your picnic." All too soon I was given my last course change and told to take her to 1000'. Then there we were, on the 45° for a downwind turn to landing at Arlington. The tap on the shoulder told me my time was up. Back down to my position behind the co-pilot. I felt the landing (I could not see out of the aircraft). It seemed very straight forward until they turned off the runway and started taxiing back to parking. There was a brief commotion in the cockpit and then the engines shut down. I looked over my shoulder and saw the bright red hydraulic light on the instrument panel was on (no brakes). It turned out to be nothing serious, just a circuit breaker, but instead of waiting for the crew to restart and taxi to parking we opted for ground transport. To say the least, it was an interesting end to one of my life's greatest dreams and one of the most important things that I have ever accomplished.

My drive home was very serene (I usually fly my van home after I've been flying) and I'll probably have this silly grin on my face for at least a year. I'm still sad that I won't get to be with my friends in Columbus, but the next convention is only a year away, all that new stuff will be in the local shops eventually, and I have plenty of models in my collection to work on until then.

Terry D. Moore IPMS #3665

1997 Meeting Dates:

August 9

September 20

Patricia Marie Hardisty

I come to this issue with to let those of you who have been members for years know about the recent death of a person who supported and contributed to this Chapter for a number of years. Pat Hardisty, my prior wife, passed away very unexpectedly on June 29th while gardening at her home in Seattle. There was a wonderful article in the Seattle Times on July 6th which outlined many of her recent life accomplishments. She will be 53 forever.

During the late 60's and early 70's Pat was never a formal member of the Seattle Chapter nor do I recall her attending many meetings. However, when it came to contributions to our hobby and Chapter, her contributions were very evident and numerous. Aside from the unspoken and strong support she provided me in my dabbling in modeling, she was a key ingredient in our Chapter's early efforts to organize and to produce our newsletter. She was our typist, photographer, printer and certainly the creative genius beyond the Chapter Newsletter for several years. Much, if not most, of our early Chapter newsletter efforts bore her mark of excellence on every page and in every issue. Her efforts didn't stop there. She also printed the old *Scalecraft* catalogues for a while. When we had events, she did our flyers, supplied artistic guidance and worked at our volunteer efforts.

As an aside, we used to laugh often remembering the time we thought we had interrupted a robbery in progress: One evening we saw these two really strange characters with their hands up to a store window—obviously "casing the joint." We stopped our car, "apprehended and questioned" the two offenders: one short, obviously "inscrutable" oriental type and one very tall, lanky guy. Surely we thought these two evil characters were about to rob my favorite hobby shop, Ward and Fern Danley's *Campus Hobbies* on the "Ave." Only later did we discover who these two were. They wound up becoming members of the Seattle Chapter and stalwart contributors to our fledgling newsletter. So close did these two come to

us, that we often considering claiming them both as dependents. Boy, could the two of them put away pizza and hamburgers—with a lot of mayonnaise! Most of you "older members" can quickly guess the identities of those two culprits.

While many of you will not be aware of it, Pat provided this same level of support, including typing, layout and editorial review for the IPMS-USA publications and was especially involved in the production of the original fly leaf covers we put on the English IPMS Newsletters as they were sent to our members in this country. When the Society had to arrive at an alternative, she provided much of the original support for the IPMS-USA Update and the Quarterly. Again, much of her efforts was unheralded, aside from the Special Achievement Award she received from the IPMS-USA Executive Board and President at the Society's 1974 Anaheim National Convention. Many a member of IPMS-USA received their Quarterly and Update due to Pat's contributions. Pat was a dynamo of a person, who always had the time, energy, technical skills and desire to support the crazies in this hobby and did so without fail. I still have and cherish the one model she completed, a Monogram F-14.

I hope you will remember Pat in your prayers and join me in recognizing her efforts in support of our hobby and the Seattle Chapter.

Contributors in this Issue

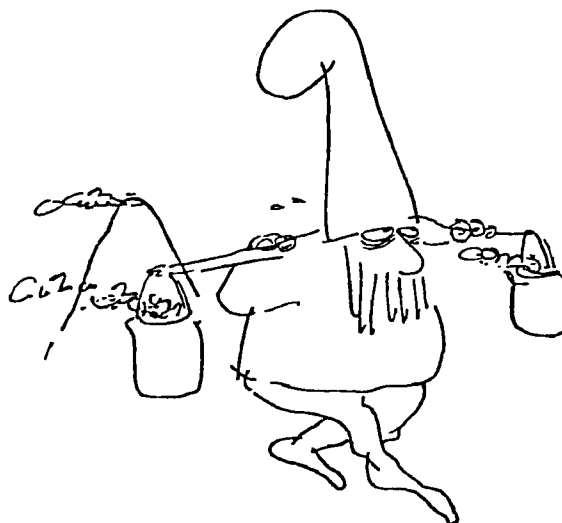
I have been partially heartened and very pleased this month by four contributors, Jacob Russell, Jay Blair, Terry Moore and Tracy White. These members have stepped forward and contributed to this Newsletter issue.

I use the word "partially" because aside from these four members, I still am waiting for contributions from you, the members. I am constantly amazed with the talent, skills and modeling interests exhibited in our monthly meeting, the number of Seattle Chapter members who had the time and money to attend the Columbus convention and all of the modeling material I see purchased each month at our meetings. Our Chapters' members are clearly capable of a much

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greater level of contribution to this Newsletter. Many of you are buying kits, decals and books and must find something noteworthy or of interest to those of who can't or haven't had the time to build that kit yet. This is where the value of IPMS membership is: sharing of information and helping others. Based on my limited knowledge of the Chapter members and the modeling skills I see demonstrated at our monthly meetings, I can't understand why we can not produce a great and consistently interesting Newsletter? I'll try to stay off this soap box again, but am asking you to think about our future for this newsletter and **begging each of you** to contribute to the Seattle Chapter Newsletter.

Bob



In the Old Days, before the discovery of eruptions, the lava had to be carried by hand down the mountain and thrown on the sleeping villagers. This, of course, took a lot of time....

What do You Model?

Most of you can't have helped noticing the continued shrinkage of our monthly Newsletter. I view this development with alarm because the continued vitality of IPMS/Seattle depends on support **and** contributions from the membership. With this in mind, at the July meeting I mentioned to Terry my desire to contribute a monthly column so we'd at least have something to argue about! Although I wasn't too specific about my plans, I had the idea of a column where I would write about modelling in general and my own areas of interest in particular.

I've been attending IPMS meetings since April and feel that my membership paid for itself by the end of my second meeting. Previously I'd modeled in a vacuum and knew few people with whom to discuss general modelling problems while my skills progressed and my ambitions grew. Which brings me to the subject of this month's column, which is what we choose to model - and why. Like many if not most modelers, I tried modelling as a kid, but never managed to progress beyond the point where the kit demands exceeded both my skills and patience. This was the point where

firecrackers (or hammer, or foot) destroyed whatever I was trying to build - AMT cars, I think. That sums up my juvenile modelling history.

Flash forward about twenty years, to a point in my life where I found myself newly single and a little later, unemployed. Lots of free time on my hands, not much money, but a need to do **something**. I can't remember exactly why but I found myself at the local hobby shop where I bought the venerable Monogram P-47. Hit the same wall as in childhood but rather than destroying the model, bought another, their Typhoon kit. Different kit, same results. I put the kit aside and asked myself, what do I **really** want to build? Most people who get passionate about the hobby experience this minor epiphany as their commitment (read: cash outlay) to the hobby deepens. They start reading the trade publications, buy their first aftermarket decals, test the waters with resin accessories. Resin wheels are hard to mess up, yet I managed to drill straight through my first pair...

Somehow I gravitated to aircraft, and the Messerschmitt Bf109. Not original in the least, I concede; in fact I could have chosen anything - armor, jets, ships - and *be just as excited about modelling as I am now*. And just as broke thanks to the wonderful world of aftermarket accessories. What really hooked me on the Bf109

was finding a copy of William Green's *Augsburg Eagle* at the library; the color profiles were the last straw. After reading the book from cover to cover in an all night session (OK, I'm exaggerating somewhat) I went back to the hobby shop and picked up the Hobbycraft E-4 and spent the next nine weeks on it. Yes, **nine** weeks - I was unemployed, after all, and had never finished a model. Naturally I chose the more difficult variant of the two kit paint schemes: RLM 74/75/76 camouflage with yellow nose, tail and wingtips. Applying the fuselage mottling with my airbrush (which I found second-hand) hooked to a can of air was the hardest thing I'd ever attempted up to that point and I was obliged to do it twice until satisfied. Along the way I completed a model, and learned I had the patience - and skill - to do so. I was hooked and next came what I call my co-dependency period, when I bought kits almost solely on the basis of price, kits which you'll find me unloading at upcoming meetings. These inexpensive kits (name your poison - Matchbox, old Airfix, anything with the Ventura label ?!) serve the purpose of helping one acquire modelling skills while simultaneously allowing detachment from the results: you only spent \$3.00 on the kit, after all, even if you **did** spend six weeks building it - remember my 1/72nd

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scale Jo-Han / Frog '109 at the June meeting?!

I've since moved into the "price be damned, it's a '109 and I want it" stage (see Stage 4, "The Evolution Of A Plastic Modeler", May Newsletter). It didn't take long to discover that you **do** get what you pay for. There **is** a reason that Hasegawa kits cost roughly twice as much as I felt comfortable paying previously and it's not just the strength of the yen. The other half of this stage I call "stockpiling" wherein I, unlike any other modeller I've met (ha, ha), amass more models than I can realistically build, let alone display, for the next two years. Of course I like to rationalize my purchases. Inevitably I'll arrive at a skill level where working with 1/72nd photo-etched parts other than seatbelts is feasible despite my poor eyesight (why **do** most modelers wear glasses?) so why **not** stock up on MPM's 1/72nd scale '109 series? And can I *really* have too many sets of G-6 decals, even if I already have more decals than models to which to apply them?

At my last count I'd stockpiled a mere 43 kits, 21 of them Bf109s. As a practical matter I'm trying (albeit, not very hard) to confine future purchases to books, decals, photo-etch and resin accessories. There **are** after all, other things to do besides modelling - aren't there? What do **you** build?

Jacob Russell

Things Under Wings (and other subjects)

Ed's Note: This information and notes by Wayne Wachsmuth was included as Walt Fink's recent "Competition Corner" column in the July-August issue of the IPMS-USA Journal. These comments, by Wayne, have been repeated often during the Judges' pre-contest meetings and are worth repeating here. They represent not only sound thinking about where the "judges come from," but supplement Terry's thoughts about judging (in the July Newsletter). I will attempt to elaborate more next month as well, following our experiences in Columbus in mid-July.

"This time around, I'm pleased to have Chief Judge Emeritus Wayne Wachsmuth pen a guest column for me. Like the rest of the Society, I've stood in

this man's debt so many times I can never repay him for all his work over the years. Wayne's observations are always right on and straight to the point, so without further ado—

"While at the Virginia Beach convention this last year a couple of things came to my notice and I asked Walt if I might bring them to your attention also.

After the awards were announced and the attendees went back into the contest room to look at the winners, I went to the classes that my team had judged, as the judges are asked to do in order to be available for critiques or assistance. Having judged two classes of small jets (a split) with around 60 models I thought that there would be a number of contestants wanting to know where they were, relative to other entries and what items had meant the difference in the placing. Only two contestants showed up to ask out of the 50+ potentials! Each of them was able to see where they had corrections that could be made and are looking toward the next convention. Best of all, I made some new friends in the organization. But the question comes to mind: where were the others? Is the membership not generally aware that judges are available for critiques or (unlikely) they aren't interested in a critique, or some other reason that hasn't occurred to me?

The judges are requested to go to the classes that they judged and help with critiques after each contest and while circumstances sometimes preclude an individual judge doing that, there usually will be one of the team members there, so the newer contestants should be aware of the service (some of the older contestants too).

That brings me to the largest single reason for some of the entries in classes

that I judged which came close but were out of the money at the end.

Underwing stores! You know, the bombs, rockets, missiles, tanks and other odd bits of hardware that the modern jet aircraft carries into combat. The problem for many entrants is that they have forgotten that if it is hung on the model, it will be judged as part of the whole. One of the first things we do is sight back along the aircraft centerline to see if the flying surfaces line up correctly and while we are doing that, we look at the stores too.

Too often the various stores don't line up! All of that stuff has attaching lugs and they will hang straight down from those lugs so there should be no cant to the missile or bomb. At times, racks that hold a store in a horizontal plane are used but braces hold the weapon in alignment. Point being: if a missile hangs a certain way on one wing it should be the same on the other. No pilot wants to have to roll in a bunch of trim to compensate for a poor job by the weapons load crew! Similarly, a view from the top should have all of the stores aligned with each other. A number of promising entries fell by the way with a case of splayed rockets!

While alignment is one problem with stores, the fins are another. Out of the box, most fins on the various types of ordinance have about a two-inch flat leading edge if scaled up to 1:1! It takes just a few strokes of the knife to shave the fin leading edges to something more nearly representing the prototype and believe me, if you don't do it someone else will! Bottom line: If you are going to hang things on your airplane, you need to take the same pains on those items as the carrier itself since they form the whole model and are judged accordingly."

VICTORIA MODEL CONTEST

I am writing to notify you of an upcoming event:
ISLAND OPEN - Model Contest and Show
September 20, 1997
Victoria, B.C., Canada
at 527 Fraser St.
Esquimalt Rec Centre

If you have any comments or questions do not hesitate to contact me.
Thank You,

Richard Hall
Ph: 250-388-6514
Email: rhall@vanisle.net

Kit Review - Tamiya P-51 B

The North American P-51 has been a mainstay of modelers for years. Tamiya's P-51B is a prime example of current kits being manufactured.

Upon opening the box all parts are individually bagged and all parts are numbered. Construction is very easy. The cockpit has nice raised detail the only thing that I added to the cockpit was seat belts. The fuselage halves go together with minimum amount of gaps to show. Matter of fact it was the first kit that I have built that didn't have to be puttied between the fuselage halves. The only place I needed some putty was where the wing and fuselage came together near the chin of the plane. The rest of the plane was easy to build and the fit was great.

Painting was the standard olive drab on gray. One nice addition (at least for my painting purposes) was that two canopies were included. I used the "closed" canopy to hide the cockpit interior from overspray and masked the "open" canopy for final showing.

There are markings for three different versions included in the kit. I choose to model the "Shangri La". The only problem I found with the entire kit was that the yellow on the decals was translucent.

This kit is one of the nicest that I have built. I would highly recommend this kit to anyone who wants to build a P-51 B.

Jay Blair

Tamiya's 1/350th Missouri

With the decision to send the USS Missouri to the already crowded Pearl Harbor, I decided my personal form of protest would be to finally break down and shell out the \$55 dollars for Tamiya's kit before it got any more expensive. First impression: this is a big kit of a big ship. The most obvious problem with this kit is the main deck, which is split into three portions. The middle portion amidships leaves a visible gap for and aft where it meets the for and aft deck sections. I've

read that the "best" way to fix this is to take scribed styrene (from Evergreen or such) and completely replace the deck and fittings, but I don't feel like taking on a project of this magnitude. I'm going to try epoxying the decks to the hull and filling the gaps with epoxy as I glue. Maybe a few strategically place 1/350th crew members will cover this :)

Assembly is fairly straight forward. I haven't uncovered any real difficulties yet, and I'm through with most of the main construction. Be careful of the quad 40mm anti-aircraft guns mounts; they are secured to the spuce by thick sprues and I broke at least one cutting them free.

There are a couple of inaccuracies in the it; most of the details on the superstructure walls, such as doors, are missing, and the rear superstructure 40mm gun tubes (Parts C21 and C22) should have a gap between the superstructure so that the gunners can actually enter and leave the tub).

Overall, it appears to be a very nice kit. I'll update this as the project continues.

Tracy White

Weathering an Armor Model for the First Time

One of the benefits of being a member is that you're exposed to a lot of good modeling techniques. At the Nov. 96 meeting Mark Hobbs showed his method of weathering armor. It looked like fun so I had to try it. I had an M3 Lee I built, so it became my victim After getting all the paints I needed, I started with a wash of 1 part black, 1 part dark earth, and 0.5 part dishwashing liquid (your choice). Marc said the paints should be water based—I used Poly S and mixed together in a film can. (You can use the film to take pictures of your finished model.) Fill the can with water.

Now for the fun part. Choose a brush—I found a wide soft one worked best for me—and just let the wash flow over the model. I tried to make it heavier at the bottom since that's where most grime, etc. would be found. I did this a few times making sure that I got into all

the nooks and crannies. I then waited a day to examine the model to see if it looked o.k. to me. I did a few more washes the second day. (I may have overdone it a bit but it was my first try.) I then let it dry a day.

Next I got some oil paints and a can of mineral spirits paint thinner. (Get the thinner at a home center or paint store; it's much cheaper.) I used equal parts of Burnt Sienna and Raw Umber thinned with the mineral spirits. You will want to use only the heavier pigment that settles to the bottom. On an M3 this part was a little tedious. Take a fine pointed brush and pick up some pigment and dab a drop on all the raised detail. (In the case of the M3 about 40,000 rivets!) Also don't forget nuts, bolts, hinges, etc. (This took less time then it took to type this article.) Again, I let it dry overnight, and the next day I looked my work over and touched up parts I thought needed more. This shadowing is important since it really makes the next step show off the details. After the oils have dried it's time to dry-brush your model. Use the base color, and mix in just enough white to lighten it just a bit. Start out with just a drop, you can always add more white to the base color on additional dry brushings. Take a wide and I found a stiff brush worked best for me—and just get the end into the paint. Next brush the tip on some paper till there is almost no paint on it. Test it on an old model. If you just brush lightly it should highlight any raised surface. If it does do this to your model you should get a pleasant surprise as the raised detail jumps out at you. I found doing the dry brushing over the course of a few days worked best for met I was able to decide how much I wanted to lighten up the dry brushing. Remember, do it one shade lighter each time till you get the affect you want. You should then put a light coat of dull coat over the model to make everything even.

Now that I've done one, I'm ready to try my new skill on other models. Take your time, and enjoy the creative experience. Remember, none of these formulas are etched in stone, so you can try other color combinations, and remember there are a lot of helpful modelers in the club to call on.

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I'd like to thank Mark for his help and suggestions while I did my Lee. Also if anyone has an addition or idea on this subject, I'd like any other comments, or even better just write it up and give it to Milton for one of the next news letters. Being basically an aircraft fan,

I now know why armor is fun—no canopies to mask!

Marty Hebda IPMS 34703

Cobra's Resin Upgrades for the Matchbox/Revell 1/48 Kaman SH-2F Seasprite.

Product: Seasprite Exterior Detail Set, CC 48005 \$15.95 Seasprite Interior Detail Set, CC 48004, \$14.95. Manufacturer: Cobra Company, 3313 Pathway Court, Falls Church, VA 22042

My interest in the Seasprite began in the late Sixties when our Dover C-133A crew dropped into Bradley Field, Connecticut to load a spiffy new bird fresh off the Kaman factory line. Finished in glossy sea gray, bristling with Navy markings and multicolored placards, its appearance and "new" smell was a welcome change from the shot-up Hueys, interiors coated with powdered rat poison, that we had been picking up (five at a time) in Country and hauling back to Corpus Christi for remanufacture.

The quarter-inch Matchbox Seasprite has characteristic minimum detail level, severely "rounded over" molding—ever checked out their A-1E.'—thick clear parts and (thankfully) a few raised panels. It's been around for over fifteen years now—recently re-released by Revell—and it certainly wasn't going anywhere near my model production line as long as other manufacturers were cranking out sharply molded, intricately detailed rotary- and fixed-wing aircraft in quarter-inch scale. In the last two weeks, however, my strong reluctance to tackle a scratch type upgrade of this unremarkable kit has been erased by the Cobra Company's release of interior and exterior Seasprite resin detail sets.

Finely molded and detailed, robust in quantity of parts, both sets continue the high production standards first encoun-

tered in Cobra's initial Hind and MH-60K offerings. The sixteen-piece Seasprite exterior set includes: a new nose section with lots of bumps, boxes and RHAWS receiving antennas; two current design sponsors (since the sponsor fairing into which the landing gear used to mount is now gone, you will have to drill the three mounting holes directly into the fuselage); two new external fuel cells (with mounting racks and connectors); a FLIR turret; two IR jammers, two chaff and flair dispensers; and four tail sensors. The instructions are straightforward, accompanied by close-up photos (a bit too "grainy"), parts location callouts and a color guide (no FS numbers, though).

The interior set also comprises sixteen pieces: a new, detailed bulkhead; three crew seats w/molded belt detail; a four-piece electronic equipment rack w/molded cables; sensor operator's side console, sensor panel and base; pilot's main instrument panel, center console and main overhead panel (with separate, small aux panel; pedal assemblies; and a fire extinguisher. Two instruction sheets detail parts locations and modifications the builder must make to the existing Matchbox moldings. A detailed color guide is also included.

Both Seasprite sets impressively reinforce the feeling that we are in, as John Burns writes, "The Modelling Age of Prosperity". I eagerly await Cobra's forthcoming releases...such as a 1/48 CH-46 complete kit!

References:

Kaman" SH-2F by Peter Harlem, IPMS Update (Volume, date unknown)

Low-Vis Seasprite by Paul Ragusa, ScaleModeler, September 1993

Phil Brandt, IPMS 14091

Ed's Note: The two preceding articles were both not-so-skillfully copied from the Sprue Confessions, the Newsletter of the Austin Scale Modelers Society, also known as the IPMS/Republic of Texas Chapter. Both are great articles and have been reprinted in the hope that they will further encourage our Chapter's members to explore additional modeling interests. You can also obtain further information by contacting the Austin group at 7509 St. Philip, Austin, TX 78757

Update to Avenger Article

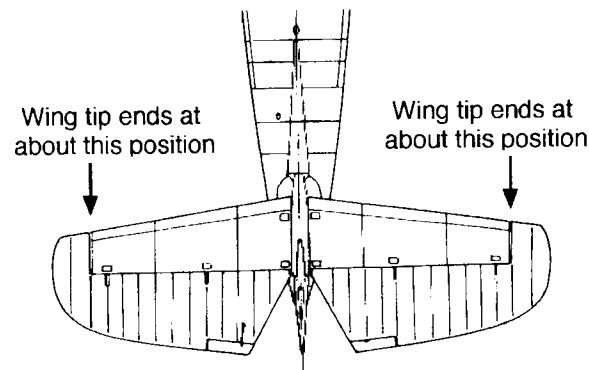
As you will see (below), I've again gone off the deep end and learned more about the Accurate Miniatures Avenger kits, the KMC Wingfold set and the Grumman Avenger itself. I hope the following will lend itself to your efforts in modeling this very important WW II Naval torpedo bomber.

While talking with the owner of the KMC company in Columbus at the recent IPMS-USA Convention, I learned about their efforts in producing this great little detail/update set. Before I forget, yes, there is a lot of talk about following this set with one for other quarter scale kits, notably the Corsair and Helldiver wingfolds. While on this topic, for those of you who didn't see or haven't heard about the Convention revelations, the Accurate SBD kit is now out (at least the first two of four projected kits) and it is absolutely beautiful. How to describe it compared with the Hasegawa kit will have to await its arrival. However, just the look of the built kits and its detail leaves me with the overall impression that as much as the Hasegawa kit was an improvement over the older Monogram kit, this new kit is a quantum leap as well. This includes the interior and wing details (with fully deployable speed brakes). Like many of you I had heard the Monogram Helldiver was going to be a basic "rerelease" with their detail department/elves throwing in a few new pieces or scribing. Nothing could be further from the truth. If there is any part of the Helldiver surviving its earlier issue from Glencoe, I couldn't find it. This kit will further enhance the constantly growing quarter scale range of kits and for us WW II Navy buffs, this is a beautifully crafted addition. Wait 'til you see it!

Important Observation re: KMC Wing Fold set: When talking with the owners and looking at their kit, one quickly sees a major problem with either the wingfold set or the Accurate kit itself. When fully constructed, the folded Avenger wing does not sit or lie across the fuselage in the original manner it did when Grumman and General Motors were

(con't. on next page)

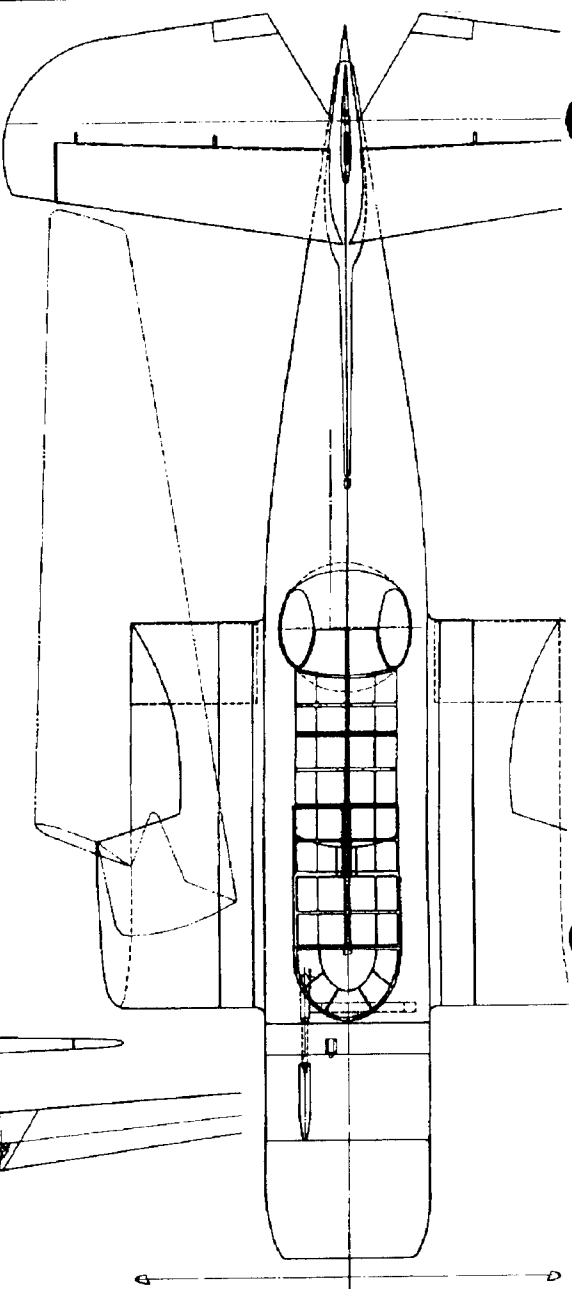
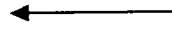
building them. The resulting conversion allows the folded wing to only sit outside the horizontal stabilizer, rather "tucked-in" inside the stabilizer ends the way it really did. I hope these drawings will clearly illustrate this significant point. While it was suggested the Accurate wing is too long, I suspect the fit of the wing fold mechanism and the kit wing demarcation lines are the real culprit. On the real Avenger, the wing folds almost flush with the fuselage and the wing tip comes in toward the fuselage to a point just forward of the end of the outside horizontal stabilizer/elevator joint. I have attempted to illustrate this point below.



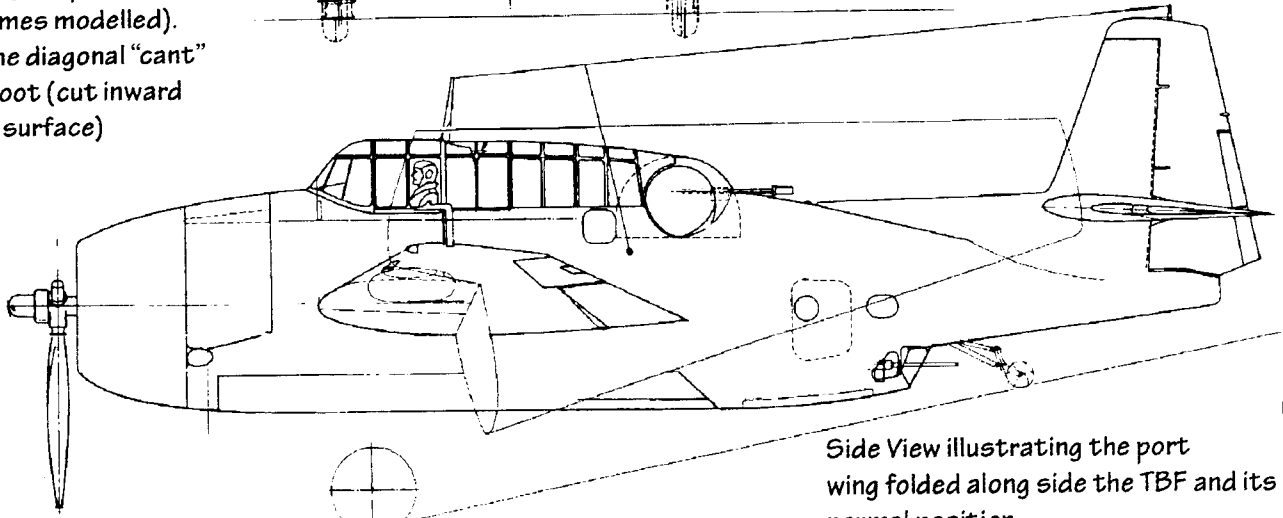
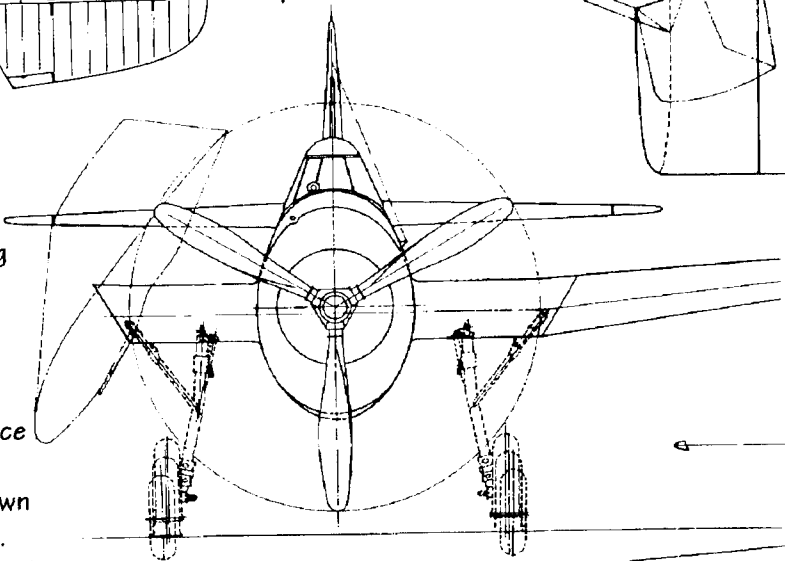
Top View illustrating the starboard wing folded along side the TBF and in its normal position



Top View illustrating the horizontal stabilizer and the approximate positioning of the folded wing tips



Front View illustrating the starboard wing folded along side the TBF and its normal position (showing both its vertical alignment and relationship to the starboard horizontal--notice it is canted inboard at top and not straight up and down as is sometimes modelled). Also, note the diagonal "cant" of the wing root (cut inward on the lower surface)



Side View illustrating the port wing folded along side the TBF and its normal position

The following explanatory note is what KMC will give you (along with three pages of photocopied drawings and photos, which are very helpful) should you ask about the actual construction of their Wingfold set. As you will recall last month, I mentioned that I felt there was a gap between the intended results and what I wound up with having used my KMC Wingfold set. Not that it doesn't work nor that it doesn't get you in the right direction. I still think of the all the novel after market sets which have appeared over the last 10 years, this is one of the best and their approach to allowing the modeler to set the aircraft up in a standard deck configuration is admirable to say the least. This article, was written by Warren Munkasy and reprinted with their consent. He is a very competent builder, national judge and retired airline pilot residing in Miami. These are his and KMC's added instructions, to those provided in their wingfold set:

Building KMC's TBF/M AVENGER WINGFOLD

"An accurately detailed wingfold for a naval aircraft plastic model is an innovation—something not previously achieved. It is not an "Update." How can you upgrade such a good model kit? This resin and brass-etch sub-kit is not just a "representation" but a serious first attempt to accurately engineer what the modeler needs to fully detail a display model with wings folded. Yes, this is for a static model and is not an operating wingfold. This would require materials with greater strength, such as metal hinges with perhaps metal strips glued into the outer wing. There have been critics and remarks that the kit outer wings, cut and extended, do not exactly match the resin inner wing stubs. They will, with care and effort, but,—"Why"? Some seem to have expected a model in motion. It is gratifying that our efforts have generated that expectation, but it was not our purpose... this time. This time Innovation means your Dedication...

Our purpose was to give you something that you have not had before, that captures your imagination and spurs you toward craftsmanship, and we developed it to complement the most innovative and accurate injected-molded

model in well over a decade, perhaps ever (in our opinion). The Accurate Miniatures Avenger sits on it haunches "like the real cat does" and we wanted an accessory to match. That was our challenge, building it is yours...

This is not an easy modification. Fully explaining it and cramming this text into the box was not practical. This has been engineered to work, but YOU are the worker. Prior to gluing, it requires, planning, concentration, careful fitting and a degree of devotion and understanding. It's a project which challenges and develops craftsmanship. Cyano, or "super" glue is a necessity for strength and for the dissimilar materials involved, and this requires experience. Careful etching with quality-aligned pliers is required, but the brass is forgiving and can be (calmly) flattened and re-bent. A machined metal block with crisp edges (an anvil) is a godsend. Resin must be sanded and etch filed on the mating surfaces; carefully, with fitting and re-fitting. The following will help with the problem-solving, but the required Patience is elusive, like all (of my) virtues.

First, an illuminating note: the actual Grumman wingfold is an ingenious 3-dimensional puzzle. Duplicating it in miniature, without its strength of steel, is difficult. If you score average in "spatial relations" tests, you will have difficulty visualizing this, but this is not necessary to building the fold. This is a skill that varies among individuals and which fighter pilots work to develop for successful dogfighting. But sometimes, the dogs win.

Simply: in folding, the outer wing simultaneously rotates along its (spanwise) spar AND aft. This would be an impossible scrape and crunch without a diagonal hinge in the mid wing. Note that, from the front, the separation line on the upper wing is outboard of that on the lower wing. So, from the front, the diagonal hinge angles "out" (Photo 1) and, from broadside, that axle pin leans aft. This allows the outer wing to simultaneously rotate its top surface toward the front and its tips aft. Try this with your flat hands outstretched and you'll automatically purr like the Pratt & Whitney in a Grumman "cat."

Be aware of three things: it's not easy, it's not quick, it's challenging—but the result is do-able, worth the effort, and

fabulous. Read several times and follow the sequence exactly in the AM kit instructions. There are a few significant confusions and insignificant errors. However, the precise fit requires your obedience and this will be well-rewarded. The interior is so well done that there is nothing left for the after-market. Etch belts help. The seat arms and straps varied, and the armrest padding is slightly over-scale. How's that for a "significant" gripe? Cockpit photos will reveal that adding a few missing cables and wires will give a greater 3-dimensional effect. The clear plastic Interior Bulkhead (Part 64) should be clear (except the window frame lines) for its complete upper third (check photos). One photo of an old "hack" had this painted over, but I doubt that a combat crew would want their visibility restricted. Whether the shoulder straps came over the top of the seat or through slots in the seat back is a confusion since most photos show the pilots not using them (thus the emergence of Squadron Safety Officers?). There are pictures (photocopy here: "Replique") of the straps coming over the seat top edge, even though the slots are present. If we didn't worry, who would? It's a mystery.

After completing the fuselage, it's time to cut the wings. This explanation is meant to relieve anxiety. Before gluing the upper wings to their lower mate, separate the inner from the outer wing pieces. Start by grossly sawing (or heat-knife) off the inner stubs of the upper wing and then carefully slice, melt, or grind toward, but be sure to stop a few millimeters away, from the final edge. Carefully scrape or file and fine sand. A few clicks with a sharp razor knife or scalpel will put in the crisp notches at the doubler plate corners. Note that ALL doubler orates along the break, and the hinge pin grommets, will remain on the outer wing. The grommets can be drilled out (with care and on a severe angle toward the opposite grommet) and a plastic rod or hypo needle piece inserted—for accurate looks, but NOT for rotating.

The kit panel lines are exactly correct, a blessing rarely found in kits. When cutting the lower wings be careful to cut on the inboard side of the break ("The THICK end, DiMaggio".. An exception might be the XF-91, and

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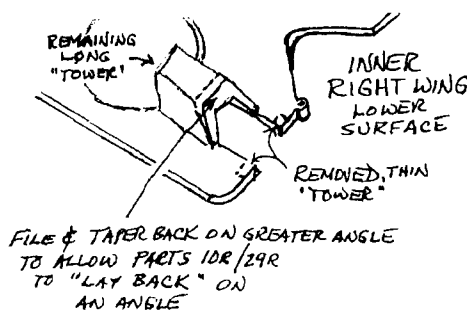
wouldn't that be an eye-catcher with folded wings— Fantasy Category). To create the edge look of sheet metal, bevel the inside edges (as shown in the instructions) and back about 1/16 to 1/8 inch. This will vary along the fold line. Remember, the crossbar of the "S" along the fold line on the top surface of the outboard wing should not be beveled because it will become the strong, glued, primary mating surface for the folded wing. If you have removed, filed the edges where they were attached to the frame; and test-placed/fitted (without gluing) the brass parts, then you can run a sharp point or pen along their edges (brass Parts 1 and 20, for example) and mark the limits of the beveling. Consider the other brass parts which will be added (vertical/angled walls, Parts 2/21, 10R/29R) as you-bevel to decide how much to do. This is not the kind of decision-making which can instead be "explained. in instructions or "manufactured into" the product. This is "modeling", you do it yourself. Becoming familiar with the parts is important: get intimate and enjoy the after-glow...

The wingfold instructions were adapted from our 1/72 set. In some cases, the drawings depict 1/72 minor details but are fully useable in 1/48. If this confuses you, use your own big picture (Brain, 1/48, Right, Mk. I Mod. O). Obviously, the resin pouring carrier slab must be removed from our inner wing piece, and the angled injected-plastic spar must be removed from the AM fuselage. The two wing root faces will super-glug to a very strong joint. The specific tools and techniques depicted just are our choices, YOU can use others. Modeling is full of artistic choices (Brain, Left, etc...)

Accessories are not created in resin and brass because they are inexpensive (*au contraire !*) but because they can duplicate in miniature a fineness that injection-molded plastic cannot. And they also have their limits. They require manufacturing skills not found in the factory of a major kit manufacturer. They also require new learning of the modeler, a broadening of skills which comes with doing it. Sheet brass, chemically "milled" in layers (despite its thinness) creates stress points that can bend into modeler frustrations. For bending angles, a firm base and/or a firm plier face, held tightly

at the correct point and angle, are essential for success. Even moreso in a complicated project. If you "mess up. Part 2/21 (the vertical inner wall of the outer wing) it can be flattened and re-bent without loss (and it can even be replaced with sheet plastic, without loss in the final result).

The thin "tower" (truncated pyramid) which remains on the inner edge of the outer wing lower surface must be carefully removed with a fine light cut parallel to the lower wing inner surface (could more adjectives help?). Then, bevel this cut area like the rest of the inner



wing edge.

The matching long tower beyond it (the landing gear leg well) remains, un cut, but its angled face will have to be filed to an even greater angle in order to allow brass Part 10R/29R to lay back against it on an angle (see drawing). This will leave some gaps around the brass part and the remaining tower which are to be filled with Milliput or other filler. The edges of the resin inner wing stub have already been beveled. The 3-sided, angled wall (brass Parts 2/21) fits on top of the raised ridge on Parts 1/20 as shown. Depending on how thick your completed outer wing is, you may have to adjust the position of Parts 2/21 or even file a little off it's top or bottom edge. Before you glue, test fit the outer wing together with the wall temporarily stuck in place to see how it looks with the top and bottom held together. Triangular brass braces (Parts 13-16, etc.) are placed, in order of size, inside the resin inner wing stub. A little test fitting will show you exactly where they should go: on top of the molded "straps" or sheet metal capstrips. If you find that they fit better along one edge of the strap, that is just fine. If you see that they need to be filed at the top "point" in order to fit snugly without force, that's fine. If you see that the left wing pieces have to be

treated differently from the right wing pieces that's fine. Triangular Part 8 must be interlocked with part 4 AND bent to an odd angle at the interlock (slots provided...repeat for left wing). It may take several tries because each brass piece and each modeler bends (inner stress) differently. O.K.! The materials do not cool and shrink identically, and neither did the real ones, or their sheet metal workers. Be realistic and innovative and Grumman may hire YOU...

The finished model looks delicate, but can be built quite sturdy. The inner "flat" of the upper-side fold line of the outer wing (the crossbar of the "S" along the top fold line) is resting, and is super-glued, on the inner wing's top painted surface. Keeping this edge broad (the thickness of the kit's original molding) and also scraping a line of exact (*i.e.* hidden) length and width through the paint on the top of the inner wing stub will ensure a strong joint. This is a practical necessity because a glued joint along the 1/2" of hinge is not sufficient, and on the real aircraft they didn't touch except at each end of the hinge pin. The two hinge pin "eyes" or grommets on the resin inner wing and the two on the plastic outer wing obviously cannot support the folded wing without much stronger materials. Additional strength will be gained by realizing that, when folded, the actual wing tip was secured. (Avenger In Action, No. 82, p.19 and "Replique" #64, Dec. '96, photocopies included here). There was a cable attachment and or a "T" bar attachment to the fuselage side (TBF/M-1 & TBF/M-3?). These can be duplicated with appropriately drilled holes and super-glued wire the cable), or with plastic rod for the "T" bar. When you glue, exactly position the flat (middle of the "S") of the upper wing surface (tail support in place) on the top wing surface. Align the hinge grommets, perhaps also holding the wing temporarily in place with tape. Mark, remove the wing, and scrape your short "glue line" on the top wing surface. Replace the wing. Put some super glue on a safe surface and roll the sharp edge of a rounded blade through the puddle. It will pick up a thin strip of glue. Now carefully touch the blade edge to the INSIDE of the joint. The glue will run along the thin mating edge, holding the wing in place.

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More extensive drawings and text do not always help. Our first priority is to consider the skill levels of our customers: not just for your sake, but for the intelligence of good business. Even at KMC we have those who enjoy problem-solving and those who become frustrated at the slightest misunderstanding...and THAT'S O.K.!!! This product is the most innovative of the 150 we have attempted, and as such it is a stretch for us (Left and Right Brain) and for craftsmen like you. If "genius" is involved, it flows from you to us, so please, let us hear from you despite your other priorities. Every project develops dozens of problems and decisions and they must be dealt with in personal levels of knowledge, experience, and gut feeling. The last is the "artistic" and few of us allow "the Force" its freedom to operate within us. The more it is given expression the easier the future solutions... and that's not just in modeling...

References: good photos of the wing fold are difficult to find:

The photo included in the KMC kit box is one worth studying. It is the Avenger at Weeks Air Museum, Tamiami Airport, Miami, Florida. TBF/TBM Avenger In Action #82, C. L. Scrivener, Squadron Pubs., 1987. p 11, 12, 19(bottom left), 31. Replique #64 Dec. 1996. p16-26 (French magazine, excellent color photos and kit review in French) Koku Fan Illustrated #31, WW II US Navy Fighters, 1986. p 80 Koku Fan Illustrated #45, USN Fighters WW II, 1988? p169"



Interesting elevator photo illustrating folded wing position and angle of wing along fuselage



Head-on photo illustrating folded wings and their positions and angles to the fuselage and wing roots

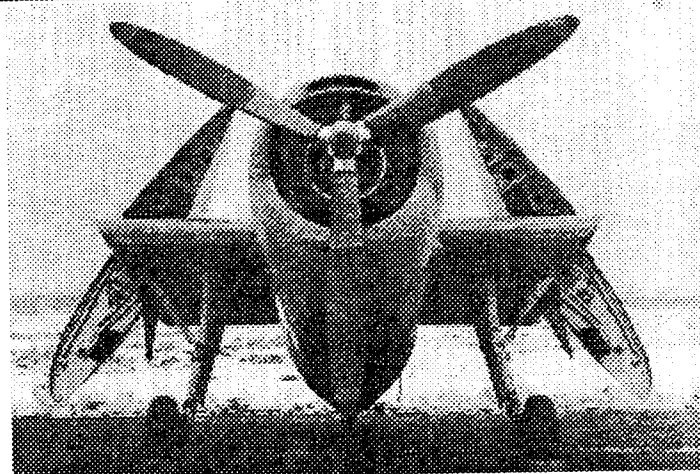
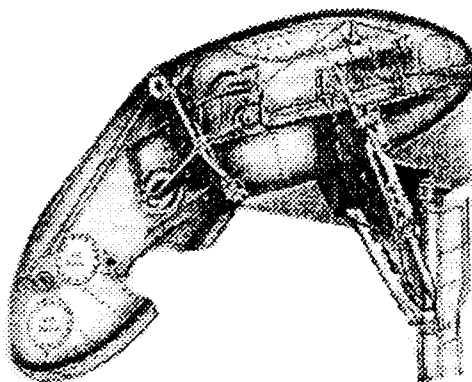
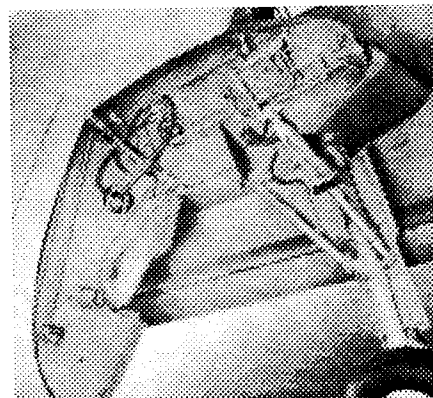


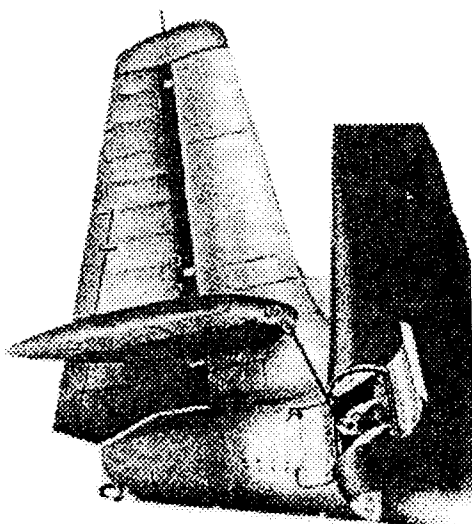
Photo illustrating folded wing position and typical cables, wires and fluid line positions



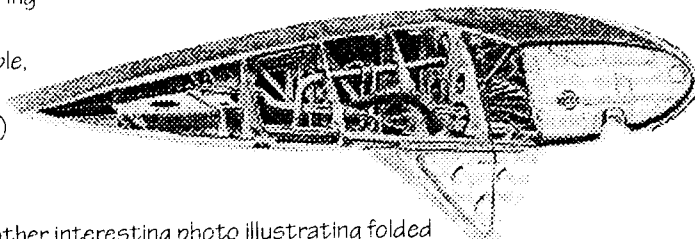
Similar folded wing photo illustrating other typical cable, wire and hydraulic line positions



Very interesting photo illustrating folded wing tip and the seldom seen tip anchoring door open (connected to horizontal stabilizer by cable, anchoring folded wing against wind or movement)



Another interesting photo illustrating folded wing root and some of the typical "plumbing," wires and tubes evident on the Avenger



1998 IPMS/USA National Convention and Contest

July 14, 1998

Santa Clara, California

This year, the biggest show in modeling is also a great family vacation! Come join us for fireworks in Santa Clara, in the heart of the San Francisco Bay Area, at a national event that every member of your family can enjoy!

A Spectacular Venue

This year's contest will be held in the Santa Clara Convention Center, a thoroughly modern facility that routinely caters to the needs of Silicon Valley. The event will be held inside a single 50,000 square foot room, which will be partitioned Friday night to allow for closed judging.

Upstairs, seminars will be conducted by some of the modeling world's best—and for the long-suffering modeling widows and orphans, workshops on other arts and crafts will be held. It's the biggest site in the history of the Nationals!

A First-Class Hotel

The Westin Santa Clara is located just ten minutes from San Jose International Airport. The hotel offers a health and fitness center, a pool-side lounge area and restaurant, and there's an 18-hole golf course and eight tennis courts at the adjoining Santa Clara Golf & Tennis Club. In the mood for some California nightlife? Take the streetcar from the front of the hotel and head straight for downtown San Jose. And, across the street is Paramount's Great America Theme Park, where IPMS'ers can get discounted admissions during the nationals!

Models as Education

Four non-competitive displays of models are planned to illustrate the power of models as educational tools. These displays will take the form of huge dioramas, and demonstrate how models can be a powerful tool for learning.

Tours For Everyone, Including:

- San Francisco Shopping Tour (offered both Thursday and Friday)
- Napa Wine Country Tour and Tasting (offered both Thursday and Friday)
- S.S. Jeremiah O'Brien and U.S.S. Pampanito (Thursday)

The Liberty Ship Jeremiah O'Brien, the last unmodified example of nearly 2700 built is a living museum. The U.S.S. Pampanito, a preserved World War II Gato class submarine, allows visitors to experience the sensation of sailing in one of the cramped vessels that helped the allies triumph in the Pacific.

- Travis Air Force Base and the Travis Air Force Base Museum (Thursday)

On this day-trip, see the Air Force's active-duty heavy lifters up close, and see how military cargo is prepared for transport. Then, take a stroll around the base museum, with its displays of more than 30 preserved aircraft, including a C-124, two A-26 Invaders, a B-52 and a line-up of the Century Series fighters. (Tours of active facilities are available as military conditions permit.)

- Castle Air Museum (Friday)

This day trip takes you to a museum that's home to more than 50 aircraft, including rarities like the A-9A, the Douglas B-18 and the B-24M, and other modelers' favorites, including an Avro Vulcan, a B-29 and B-50, a walk through KC-135, a collection of 50's fighters and one of the last intact RB-36 Peacemakers. Expect open cockpits and great photo opportunities!

- Moffett Field and NASA Ames Research (Thursday)

One of the South Bay's most familiar landmarks is Moffett Field's 211-foot tall, 800-foot long Hangar One, built to house the airship U.S.S. Macon. Since the heyday of the Navy's dirigible, Moffett has been an Army training field, a school for blimp pilots, a base for Navy fighter and bomber units and home to a host of P-3 Orion squadrons. NASA-Ames features 14 wind tunnels, including one that was the largest of its kind when built. NASA also operates a variety of research aircraft at Moffett, including the ER-2.

- Behring Auto Museum (Friday)

The Behring Auto Museum displays a rotating selection of 120 cars dating from 1890 to the 1970s. This world-class collection includes a 1908 Mercer, a 1910 Rolls Royce Silver Ghost, a 1936 Dusenber Convertible, a 1931 Chrysler 8-cylinder roadster, a 1948 Tucker 4-door sedan and a 1964 Chevrolet Corvette modified during production with a 375-hp V8, fuel injection and enlarged grill openings. For car modelers, it's a can't-miss tour.

- Western Aerospace Museum (Thursday)

This ever-changing museum is home to an extensive collection of airline memorabilia and features tributes to Gen. Jimmy Doolittle and the Tuskegee Airmen in addition to an extensive model collection. The collection of aircraft includes naval stalwarts like the KA-3B, KA-6D, A-7E, TBM-3E and A-4M. You've probably seen the museum's star attraction, the Short Solent flying boat—it's the plane that "carried Indiana Jones across the Pacific in Raiders of the Lost Ark." and the museum encourages visitors to walk through this historic plane.

HEADS UP ALERT - NOTAM*:

(*Notice To All Modelers)

Be Alert -- the '98 Bay Area Convention will be a Biggie....and very crowded!

If you even think about going and attending next year's west coast IPMS-USA Convention, you'd best get yourself in gear now! This means at least two essential plans should be made right away: (1) make your Convention '98 registration out, enclosed a check and mail it asap; (2) call Westin and make your hotel reservations. Based on the last few years experiences, making your commitment on intended tours is in order now as well. This year in Columbus, several folks were again left out of the AF Museum trip and tours. I know, I know, most of you are really only interested in seeing Ken Behring's place....(which I have it on good authority is in a building which is not earth-quake proof....) Please take notice--you been warned.



1998 IPMS/USA National Convention and Contest

Santa Clara, California • July 1—4, 1998

Name (please print) _____

Address _____

City, State, Zip _____

Guest Name _____

IPMS Chapter _____ IPMS # _____

Event	Quantity	Price	Total
Pre-Registration (must be received before June 1, 1998)			
Adult (includes 3 model entries)		\$25	
Junior (unlimited model entries)		Free	
Convention Registration (if received after June 1, 1998)			
Adult (includes 3 model entries)		\$30	
Junior (unlimited model entries)		Free	
Additional adult model entries		@\$1	
Absentee Convention Registration		\$20	
Banquet Tickets (Seating limited to 350)		\$32	
Specify: Chicken ___ Fish ___ Vegetarian ___ (# of meals)			
Discount coupons to Paramount's Great America (up to 8)		Free	
Tours (subject to availability)			
San Francisco Shopping Tour (Thursday)		\$25	
San Francisco Shopping Tour (Friday)		\$25	
Napa Wine Country Tour (Thursday)		\$25	
Napa Wine Country Tour (Friday)		\$25	
Liberty Ship S.S. Jeremiah O'Brien and WWII submarine U.S.S. Pampanito		\$20	
Travis Air Force Base and the Travis AFB Museum		\$25	
Castle Air Museum		\$25	
Moffett Field and NASA Ames Research		\$15	
Behring Auto Museum		\$15	
Western Aerospace Museum		\$18	
Total:			

Make checks payable to IPMS SemiCon
 Mail to: IPMS SemiCon
 P.O. Box 62156
 Sunnyvale, California 94088-2156

For Hotel Reservations, call the Westin Santa Clara
 at (408) 986-0700
 Ask for the International Plastic Modelers' rate
 of \$79 Single/\$89 double

Questions? Call us at (408) 260-3067!

Meeting Reminder:

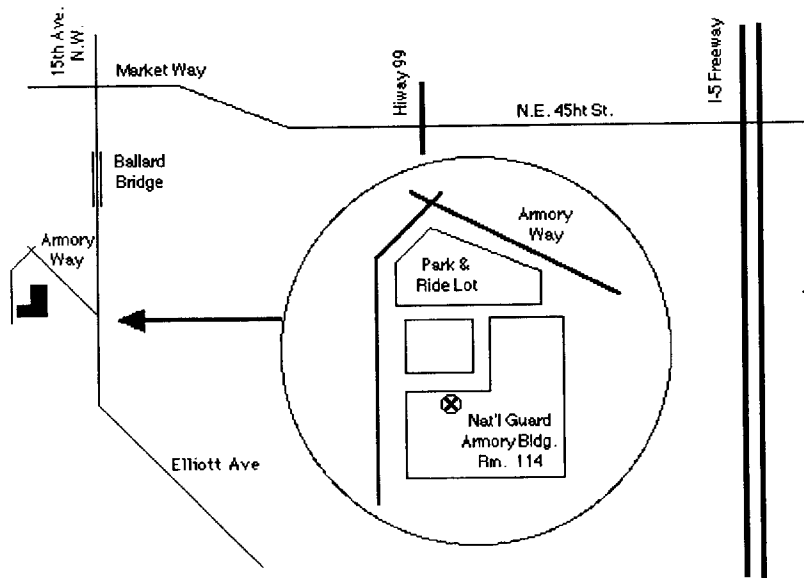
Saturday, August 9, 1997


National Guard Armory
Room 114
1601 West Armory Way
Seattle



Directions: From North or Southbound 1-5, take the N.E. 45th St. exit. Drive West on 45th, crossing under Highway 99 (or Aurora Ave North) toward N.W. Market St. in the Ballard district. Continue West on Market St. toward 15th Ave. N.W. Turn left (south) onto 15th Ave. N.W. and drive across the Ballard Bridge until you reach Armory Way (just as you see the Animal Shelter). Watch for signs. You should park in the Metro Park & Ride Lot.

If coming from South Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western Ave. north to Elliott Ave. until it turns into 15th Ave N.W., then to the Armory Way turnoff.



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