

# Seattle Chapter News



Seattle Chapter IPMS-USA  
April 2000

## PREZNOTES



Well, it would appear that my challenge in my Preznotes column a few issues back for everyone to bring a model to the Spring Meet was answered. Resoundingly. I would like to thank everyone that brought a model (or models!) to our show last month. There were over 650 models in the contest (add over 90 if you count individual models in the collection and Pentathlon categories), plus approximately 175 models in the display only area of the show. That's over 900 models!! There were 50 junior entries, 1/72nd scale aircraft seems to have been lifted out of the doldrums, F-84s outnumbered Focke-Wulfs or Mustangs in 1/48th, RAF subjects were in abundance, and Sci-Fi categories were nearly filled to capacity. Autos and AFVs were exceptional in their quality and the ship entries...awesome. The display only tables would not have held any more models.

The show would not have been so successful without all the work that went on prior to the day. Andrew Birkbeck, as show coordinator, did a spectacular job in getting all of our ducks in a row, as it were, so all that we had to do on the day of the show was show up and go to work. It's too bad that Andrew "had" to go to Hawaii. He missed a truly spectacular event. I would like to thank Andrew Bertschi and Keith Laird, who helped with the vendors (and showed up at zero-dark-thirty on show day); Norm Filer, who designed, printed, and assembled our ribbon awards for this year; John Amendola for the vendor room signs; Ted Holowchuk for the outside signs; and Robert Allen as model room coordinator. Set-up, registration, and show day volunteers included Bill Osborn, Steve Holmes, Don MacBean, Jon Fincher, John Cate, David Whitmore, Scott Taylor, Les Knerr, Stephen Tontoni, Paul Ludwig, Joanne Ludwig, Paul Peterson, Don/Ron Lake, John Frazier, Tracy White, Mike Medrano, Matthew Burchette, Bill Johnson, Brian Cahill, Will Perry, Nick Ferraiolo, Jill Moore, and everyone else (whose names I forgot to write down) for their very important contributions to the

success of our show. And thanks to all those that had to do the hardest job of all - the judges, led by head judges Jim Schubert and Ted Holowchuck, whose difficult job was made even more so by the high quality of all the models in the show. Thank You. Our food service people had a profitable day as well and next year I will make sure they are scheduled for the whole day!

Then there are those that supported us by sponsoring our "best of" awards and providing many of our excellent door prizes: Emil Minerich of Skyway Model Shop, Rick Weigand of Hobbytown Lynnwood, Bob Jacobsen of Galaxy Hobbies, Kevin Callahan of the Supply Depot, as well as Liveries Unlimited, RandJ Enterprises, Oregon Historical Modelers Society, IPMS Spokane, IPMS Tacoma, IPMS Vancouver (BC), IPMS Yakima, Tom Morton, Tim Estes, and the many members of IPMS Seattle that donated models from their personal collections. Thank you all!

The only difficulty I had with the show was that there were too many inspirations at the show for me. I've already added a Ju 52, F-84, Martin-Baker MB.5, an Indy race car, three figures and a Panther tank to an already overcrowded workbench! Oh well.

See you at the meeting,

*Terry*

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**Public Disclaimers, Information, and Appeals for Help**

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held each month, (see below for actual meeting dates), at the Washington National Guard Armory, off 15th Ave. NW, just to the west side of Queen Anne Hill in Seattle. See the back page for a map. Our meetings begin at 10:00 AM, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting. Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

**Upcoming Meeting Dates**

The IPMS/Seattle 2000 meeting schedule is as follows. To avoid conflicts with previously scheduled IPMS events and National Guard activities at the Armory, please note that some of our meeting days fall on the third Saturday of the month, not the traditional second Saturday. We suggest that you keep this information in a readily accessible place. All meetings begin at 10:00 AM.

**April 8, 2000 (2nd Saturday)**

**June 10, 2000 (2nd Saturday)**

**May 13, 2000 (2nd Saturday)**

**July 15, 2000 (3rd Saturday)**

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name:		
(leave blank)	FIRST	M.	LAST
Address:			
City:	State:	Zip:	
Signature (required by PO):			
<input type="checkbox"/> Adult: \$19	<input type="checkbox"/> Junior (17 years old or younger): \$9		
<input type="checkbox"/> Trade Member: \$19	<input type="checkbox"/> Canada & Mexico: \$25	<input type="checkbox"/> Other Foreign: \$28	
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: )			
<input type="checkbox"/> If recommended by an IPMS member,			
list his/her name and member number		(name)	(IPMS#)
IPMS/USA		P.O. Box: 6138	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>		Warner Robins, GA 31095-6138	

## Galaxy Hobby Show

by Keith Laird

Galaxy Hobby in Lynnwood held their show on March 18. They had about 200 models on display. Juniors were well represented by both girl and boy modelers, with some very nice work. The auto category dominated with some very nice creations. They had a special category for Chevrolet Impalas.

IPMS-Seattle was well represented and ribbons were awarded to: Andrew Birkbeck, first place armor; Larry Schiller, two second places for civil De Havilland Chipmunk and military Albatross D.V; Dave (Wick?), first place civil Piper Super Cub; Dave Holmes, first place aircraft 1/32nd MiG-29; Mike (did not get last name), second place armor for Tiger tank.

Shawn McEvoy debuted his CraftWorks Lavochkin La-5 and had one of his Macchis both built and in kit form. I am going by memory so apologies to any one I missed.

## Letters From the McCarty Family

IPMS-Seattle recently received the following letters from the family of John McCarty, thanking the club as a whole, and Jim Schubert and Bill Johnson, who sorted and labeled the collection, in particular, regarding the auction of John's models and books, which took place at the February meeting:

What you did was wonderful! John would be pleased to know that what he loved (airplanes and models) was going to good use within the club. And he would be pleased to know how you shared the good fortune with his children. Thank you so much!

**Eileen McCarty**

Thank you so much for taking the time to sort through my Dad's models and putting them in the auction. It is great to know that they were of use to someone who really wanted them, and cares so much about

models. Without your help, they probably never would have been used. I will use the money for school tuition – something my Dad would be proud of. Thank you so much, again.

Sincerely,

**Matt McCarty**

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## Museum of Flight Book Sale

by Jim Schubert

On Saturday April 8, 2000, Museum of Flight Librarian Janice Baker is holding a sale of ("deaccessioning") books surplus to the library's needs. The sale will be held from 10:00am to 5:00pm in the View Lounge in the southeast corner of the Museum's top floor. Her objective is to keep the two best copies of every book, magazine, etc. acquired to date by the library and to sell the surplus. There are gems to had here! I recommend you repair to the MOF upon leaving IPMS-Seattle's April meeting that day to spend what money you have left after patronizing our supporting vendors Emil, Kevin, and Tom.

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## Upcoming Model Shows

**May 7: Model Car Sunday XI** sponsored by Puget Sound Auto Modelers Association, Puyallup Elks Club, 314 - 27th St. NE, Puyallup. 9am to 4pm. Special theme: Car Tunes (cars mentioned in songs, such as Richard Thompson's "MGB-GT" or Bruce Springsteen's "Pink Cadillac.") Info: Doug Hale at 253-627-1005 or e-mail at [herwallet@aol.com](mailto:herwallet@aol.com)

**May 20: Spring Model Contest and Show** at Hobbytown USA, 18500 - 33rd Ave W., Lynnwood. Registration starts at 10am. All categories and scales. Special trophy: "Armed Forces Day" - for "best modern (post-1990) US military subject". All models in store 20% off day of show. Info: 425-774-0819.

**June 3: Northwest Scale Modelers Show**, Museum of Flight, Seattle. Info next month!

**June 17: RECON 7, 2000**, presented by IPMS Aces Wild. German American Society Hall, 25 W. 3rd Avenue, Spokane, Washington. Theme: Pioneers of the 20th Century. Contest chairman, Mike Tsoumpas at [mdt@ior.com](mailto:mdt@ior.com)  
Web site: [www.users.uswest.net/~clarkmonster/Recon2000.htm](http://www.users.uswest.net/~clarkmonster/Recon2000.htm)

**July 8: Scale Model Show & Contest** sponsored by IPMS/Yakima Model Makers, Selah Civic Center, 216 South 1st St., Selah, WA. Registration starts at 9am. All models entered into the contest will be awarded Gold, Silver, or Bronze ribbons. Make It/Take It event for young model builders, sponsored by Revell-Monogram. Info: Stu Alvord, 509-697-7914

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## All-Glass Display Case for Sale

I have an all-glass display case for sale. It's 77" wide, and 28" high. It's 30" deep at the bottom, and 28" at the top. There are four castors at the bottom. The display case is in good condition. Price is \$80. Call **Andrew Bertschi** at 206-365-2404 or contact me by e-mail at [bertram@uswest.net](mailto:bertram@uswest.net)

## 2000 IPMS Seattle Spring Show Contest Report and Winners

by Jim Schubert

Our 2000 show was held, as usual, at the National Guard Armory in the Interbay district of Seattle on Saturday, March 11. There were 582 entries in the contest and about 200 models on the display tables; a turn out influenced, no doubt, by Contest Chairman Andrew Birkbeck's sterling efforts at publicizing the event and soliciting all those door prizes - over 200. For every model entered or displayed, up to ten, participants received a door prize ticket. Drawings were held regularly throughout the day and each winner got to pick their prize. At the end of the day all the drawn and undrawn tickets were remixed and two drawn for the grand prizes - two Aztek airbrush outfits in custom walnut cases. Each entrant in the Junior categories was given two entry prizes of their choice at registration and each was also given a ribbon for participating. This attention to Juniors is part of our ongoing effort to attract new blood and to make these future Nationals winners feel good about their early experiences in competing.

This year instead of the traditional ribbons for category winners we had very nice certificates of award for 1st, 2nd and 3rd places. Norm Filer did the design and production work on these attractive awards. Terry Moore arranged for the caterer who supports his company's events to be on-site for the day offering hot and cold food and beverages. Because of the Armory's out-of-the-way location this was a real convenience to everyone. I quite enjoyed my German sausage with sauerkraut, etc.

About 15 of the usual suspects turned up Friday afternoon, making light work of the big job of setting up for the contest. The only problem we had was that the paper table cloth, which came on long rolls, could not be torn. It had to be cut and no one had either a large knife or scissors of any kind. This minor detail caused a lot of frustration for those dressing the tables and a lot of laughs for those who were not. Chairman Birkbeck was also very successful in recruiting more vendors than usual, to the extent that we had to have two vendor rooms instead of the usual one. I spent about \$60. How did you do?

It appeared to me that the overall quality of the entries this year was at least as high as usual and there were many more than usual individual models that were truly outstanding. This made the judges' jobs even harder than usual, but then that's why we pay them so well. I hope to see a fair number of these models at the Nats in Dallas in July; they are certain winners.

The same gang of usual suspects (about 20 this time) struck down the show, packed and removed everything and cleaned up the Armory before repairing to Louie's in Ballard for an attitude-adjustment (mine was a Martini), dinner and a review of the day along with the usual swapping of lies, tall tales, and horror stories. On March 28 the Contest Committee met for a full review of all aspects of the contest - what worked, what didn't, who did we

offend, what can we do better for the June 3 Northwest Scale Modelers' contest at the Museum Of Flight?

Some of the strength of our Seattle events flows from the long continuity of the organizing team (those "usual suspects"), the linkage of the IPMS and NWSM contests to reinforce one another and the post-contest reviews, which make each successive contest, be it IPMS or NWSM, bigger, better, and more smoothly run. But the greatest strength we have is in the large body of enthusiastic, dedicated, hard working, excellent modelers who are the members of IPMS-Seattle and the NWSM. Our Pacific Northwest is truly a modeler's heaven: there are active and enthusiastic IPMS chapters in Portland, Yakima, Spokane (they have the Regional this year June 17), Tacoma, Whidby Island, Bellingham, Mount Vernon, Vancouver BC, and Seattle.

All the winners and judges are listed below. But it is not just contestants and judges who make a contest happen. Our Contest Chairman, Andrew Birkbeck, cannot be praised enough for the excellent job he did in making it all happen. He organized the whole thing, solicited door prizes and sponsorships and coordinated the myriad specific activities assigned to others. Jill Moore had a great team of registrars to ensure that all entrants were well received and helped. They were: Brian Cahill, Norm Filer, Bill Johnson, JoAnne Ludwig, Will Perry, and others who volunteered ad hoc. Andrew Bertschi and Keith Laird, with the help of Nick Ferruiolo, were kept running all day taking care of the Junior door prizes and the main door prizes drawings and distributions. Robert Allen ran the contest room with the able help of: John Amendola, Matthew Burchette, John Cate, Lamar Fenstermaker, Jon Fincher, George Hasse, John Frazier, Steve Holmes, Les Knerr, Donald Lake, Paul Ludwig, Don MacBean, Steve McKinnon, Mike Medrano, Paul Peterson, Scott Taylor, Stephen Tontoni, Tracy White, David Whitmore, Paul Youman, and others dragooned as required.

Thank you all for making it happen. Now we've got to get to work on that NWSM contest; June 3 is nearly upon us. The Contest Committee for NWSM is the same as for IPMS and we hope that everyone who participated, in any way, in the IPMS event will do the same for NWSM in June.

### **Category 1 - Junior: Aircraft**

**Judged By: John Chilenski-Leader, Larry Randel, Warwick Wright**

1st	Dirk Wright	Curtiss P-40
2nd	William Morita	Mitsubishi Zero
3rd	Jake Price	V-1
HC	William Morita	Spitfire Mk.V
HC	Max Price	Messerschmitt
HC	Max Price	Me 163B Komet

**Category 2 - Junior: Armor****Judged By: John Chilenski-Leader, Larry Randel, Warwick Wright**

1st	Brian Smith	M-41
2nd	Eric Meador	M-113
3rd	Brian Smith	T-34

**Category 3 - Junior: Automotive****Judged By: John Chilenski-Leader, Larry Randel, Warwick Wright**

<b>*1st</b>	<b>Stewart Quam</b>	<b>Ford F-150*</b>
2nd	Stewart Quam	1953 Studebaker
3rd	Stewart Quam	1941 Plymouth

**\*BEST JUNIOR AWARD: Sponsored by****Hobbytown Lynnwood****Category 4 - Junior: Space Fact/Sci-Fi/Fantasy****Judged By: John Chilenski-Leader, Larry Randel, Warwick Wright**

1st	James Chilenski	Red Comet
2nd	James Chilenski	Gundam Custom
3rd	Brian Smith	Mars 2049

**Category 5 - Junior: Ships***(No Entries)***Category 6 - Junior: Miscellaneous****Judged By: John Chilenski-Leader, Larry Randel, Warwick Wright**

1st	William Morita	D-Day Attack
2nd	Jordan Steacy	Nebelwerfer 42 Cycle
3rd	Steward Quam	Cherry Bomb Cycle
HC	Brian Smith	Tavern Scene

**Category 7 - Aircraft: 1/73 or Smaller****Judged By: Chuck Zellmer-Leader, Steve Holmes, Steve McKinnon**

1st	Bill Miller	Douglas C-47
2nd	Glen Adams	Spitfire Ia
3rd	Glen Adams	Tornado
HC	Glen Adams	Eurofighter

**Category 8 - Aircraft: 1/72 Single Prop****Judged By: Chuck Zellmer-Leader, Steve Holmes, Steve McKinnon**

1st	Roy Sutherland	Fw 190A-1
2nd	Roy Sutherland	Spitfire IX
3rd	Wally Bigelow	Mitsubishi F1M2-K "Pete"
HC	Pete Waddington	Republic P-47
HC	Bill Miller	Nakajima Ki-27

**Category 9A - Aircraft: 1/48 Single Prop, Allied****Judged By: Charley Phillips-Leader, Chris Banyai-Riepl, Will Perry**

<b>*1st</b>	<b>Chuck Zellmer</b>	<b>Curtiss SB2C Helldiver*</b>
2nd	Matthew Burchette	Republic P-47D-25
3rd	Scott Rowland	Douglas SBD-5 Dauntless

HC	Matthew Burchette	N.A. P-51D
HC	Chuck Zellmer	Republic P-47

**\*BEST AIRCRAFT AWARD: Sponsored by Skyway Model Shop-Seattle****Category 9B - Aircraft: 1/48 Single Prop, Axis****Judged By: Charley Phillips-Leader, Chris Banyai-Riepl, Will Perry**

1st	Chuck Zellmer	Aichi D3A1 "Val"
2nd	Scott Rowland	Aichi M6A1 Seiran
3rd	Ron Koropatrik	Bf 109G-1A
HC	Richard Hoard	Bf 109F-4

**Category 10 - Aircraft: 1/72 Multi-prop****Judged By: Chuck Zellmer-Leader, Steve Holmes, Steve McKinnon**

1st	Larry Baldwin	Heinkel He 219
2nd	Kevin Callahan	Consolidated PBY Catalina
3rd	Ken Gunji	Mitsubishi G4M2 "Betty"

**Category 11 - Aircraft: 1/48 Multi-prop****Judged By: Mike Medrano-Leader, John Frazier, Lee Thornhill, Tony Roberts**

1st	Jeff Smith	Westland Whirlwind
2nd	Chuck Zellmer	Bristol Beaufighter
3rd	Richard Hoard	Junkers Ju 52/3M
HC	Tom Hoard	Bristol Beaufighter

**Category 12 - Aircraft: 1/32 and Larger Prop****Judged By: Mike Medrano-Leader, John Frazier, Lee Thornhill, Tony Roberts**

1st	Brian Willett	Fw 190D-9
2nd	Bill Miller	Nieuport 17
3rd	Brian Willett	Spitfire
HC	Damian P. Petro	Spitfire

**Category 13 - Aircraft: 1/72 Single Jet****Judged By: Chuck Zellmer-Leader, Steve Holmes, Steve McKinnon**

1st	Ted Holowchuk	X-15A
2nd	Ted Holowchuk	BAe Hawk
3rd	Jay Mullins	Republic F-84E Thunderjet
HC	Owen Smith	Douglas A-4 Skyhawk

**Category 14 - Aircraft: 1/48 Single Jet****Judged By: Mike Medrano-Leader, John Frazier, Lee Thornhill, Tony Roberts**

1st	Bill Glinski	Republic F-84G Thunderjet
2nd	Barry Bidwell	Republic F-84G Thunderjet
3rd	Barry Bidwell	Bell X-1
HC	Tim Held	Heinkel He 162 Volksjager

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## KMC 1/72<sup>nd</sup> Scale Boeing 727-200

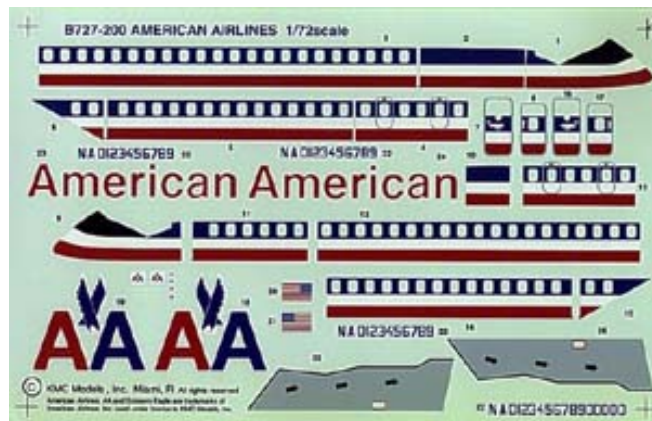
by Bill Speece, IPMS Boise

During my latest trip to Seattle, my car went to Skyway Models, less than 10 minutes from the Museum of Flight. No matter which way I turned, it just went there. There was nothing I could do so I sat along for the ride.

Once there I was greeted by thousands of boxes of new and old kits. Standing right in front of the counter happened to be 18 of the brand new KMC Limited Edition Boeing 727-200 1/72<sup>nd</sup> scale airliners. That's as tall as I am. Naturally I looked inside one and was wowed. Most people, when they think of taking a 1/144th scale kit, think that all they have to do is double the size and it will be 1/72<sup>nd</sup>. That works on one axis. There are two more axes in a 3D model. On the cross section axis the size quadruples and on the third axis the mass increases to eight times the original. And that's what I got - a two-inch diameter, 25 1/5-inch long fuselage. Wing span is 18

resin pieces with no bubbles except on three pieces, 19 injected molded plastic parts, 102 individual clear parts, one large on-register American Airlines decal sheet, and an easy to follow professional four-page instruction sheet, this is one impressive undertaking. (If I ever get to it.) Molded in gray plastic, all the panel lines are recessed. I found one missing line that didn't have a match on the bottom and one on top that jiggled on one side but didn't jig on the other side so it didn't match either. Quality of the lines is on par or thinner than some Heller kits of this scale. Surface smoothness is a little etched so it would be a good idea to sand it all with fine grit paper.

No interior is provided so all windows will have to be painted however you choose. All passenger portals are individual so be careful of glue mars. The plastic is of good quality and gauge, and several sinkholes need to be filled at all the alignment pins.



doesn't have any. Intake and exhaust fans in resin are super nice along with the reverser grills on all three engines. As with any resin cut carefully as some of the pieces are thin, and don't breathe the dust when sanding. The intakes possess the correct shape and fit nicely. The rears have a noticeable 1/16-inch diameter difference.

Overall the fit is pretty good for a kit of this manufacturing technique. There is a lot of gluing surface to insure good adhesion. Trailing edges, while fairly sharp, are still a little blunt for my tastes. Two small leading edge wing fences need to be fashioned but this isn't shown on the instructions. Provided but not indicated on the instruction is a rear tail light. Check with the particular bird you want to build because some planes had a trailing antenna instead. Underneath the number two engine and above the fuselage, the support should have a slight raked back slope instead of being straight up and down. To add to realism, a "S" duct air intake should be fashioned inside the top engine. Although the instructions read that no nose weight should be needed, mine is tail heavy and will require some lead. All in all this will definitely be a great kit to construct without any difficulty for any one. And the kit possesses the look and feel of one of Boeing's 1,832 727s. Back-dating the series 300 into a series 100 isn't difficult either if you're brave and cut the fuselage shorter and make the top engine inlet vertical instead of a circle. Next on the KMC agenda is a Boeing 737 and then a Douglas DC-9.



inches across according to the box. The length and diameter scale out perfectly although my example has a wingspan of just over 18 1/4 inches, a quarter of an inch too wide. This is going to take up some tarmac space. Consisting of 53 high quality

The tricycle landing gear has all major components and is represented in good detail. Unfortunately, after time the axles, being of resin, will warp under the weight. The front gear housing box has nice detail in resin, while the main gear in the fuselage

## Revell-Germany 1/72nd Scale Republic P-47M Thunderbolt

by Bill Osborn

Every once in a while I think I should take a break from building those Third World kits that I have become infamous for. Well, that time came with the release of Revell's P-47M. If Revell keeps up the quality that is shown in this kit, and at the less than seven bucks price, it will give their reputation a **big** boost.

so well that I could barely see the joint. The four wing parts have a trailing edge that brings joy to my heart and other parts of my body. Wheel wells show a very nice interior. There are two small tabs that key the wings into each side of the body; again the fit is outstanding.

The R-2800 engine is in three parts, two rows and the accessory case. The two-part cowling is molded with the very fine gills in the open position. The other parts are of the same quality. There is a choice of open or closed tail wheel plugs, a very nice touch. The canopy can be open **and** closed, as the rear portion slides.

model to a meeting of a P-47 made by Mr. Gladych, who at the time lived in the Seattle area. He painted the model with the same paint the real one used. As I recall, the color had a slightly purple cast. I haven't gone far enough yet to see if there is an FS number to match or not.

To say I'm satisfied with this kit would be an understatement.

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## Washing Armored Vehicles Using Artist Oils

by Richard Slusher, IPMS Texas  
Outlaw Modelers Society

When weathering armored vehicles and certain thin-skinned military vehicles it is best to start with an acrylic based gloss coat. I use Future brand floor polish. It's cheap and accomplishes the same result as some of the more expensive products. Put this first coat on after you've let your paint job dry for a full day or two and then let the acrylic coat dry for another one to two days. After the first coat has dried you can apply your decals. You should find that they stick better to the model's surface. When the decals have dried apply a second coat of acrylic to protect the decals. This coat will prevent the wash from attacking the paint and the decals. Again, let the clear coat dry for at least 24 hours. 48 would be even better.

Now it's time to actually mix the wash you're planning to use. You can find artist's oil paint just about anywhere. The discount stores have it as do art and office supply stores. This is a case where the cheapest isn't necessarily the best. Buy a good quality oil paint. I like both Raw and Burnt Umber. Black is too stark in my opinion. To mix the wash, use two blobs of paint the size of a pea to half of a baby food jar of mineral spirits, rubbing alcohol, or turpenoid. If you find the mixture doesn't look right add more paint or more



There are three sprues of light blue-grey plastic, and one clear sprue. The moldings are very crisp with fine recessed panel lines. There is so little flash that it's hard to find - if you wanted to. As with most models, step one is the cockpit, with floor, seat, stick, and rear bulkhead. The seat has belts molded in, and they look to be of the right type. The instrument panel is as close to being dead on as makes no difference. The plan shows the panel glued to one side of the body, but it also keys to the floor. The side walls have most of the correct gizmos molded on them.

The parts fit is about as good as it gets. The cockpit and body sides went together

There is a choice of two markings, both for the 56th Fighter Group in 1944. *[Revell's painting guide may have the wrong date; all of my sources, including the blurb on the kit's instruction sheet, say that the first P-47Ms weren't delivered until early 1945 - ED.]* Both aircraft, for Mike Gladych and Witold Lanowski, are shown with aluminum lower surfaces and dark blue uppers. This color has caused concern in some circles. The plan calls for a mix of 25% anthracite grey 9 and 75% blue 56, but they don't tell you whose colors. *[Revell-Germany kit instructions are tied to their own brand of paint, which is unavailable in the US - ED.]* A very long time ago, someone brought a

*continued on page 13*

## And No Kids Came

by Andrew Birkbeck

I am sure elsewhere in this newsletter, you will hear about the massive success of our recent Spring Show. In terms of overall numbers of contest/display entries, things were indeed very impressive. We were easily ahead of last year's numbers by at least 50%. General admission walk-throughs were also up substantially. A hearty "well done" to all those who worked on the publicity angle of this year's show. Yet in one area things were an unmitigated "disaster". The number of Junior entrants showed no increase whatsoever over previous years. Worse yet, this year those doing the Show publicity made a substantial effort to boost Junior entries. Every High School and Middle School in the Seattle School District received flyers for our show, along with posters to hang on the schools' notice boards. The Principals were asked to mention our Show along with their other school activities. We know from at least one IPMS Junior member that these posters made it up, as he saw one hanging in his school's hallways. The flyers and posters were specially prepared, noting clearly and in bold type, that **every** Junior was **guaranteed** a door prize if they came to our show. But it seems all for naught, since entries were stagnant. Short of wandering the schools' playgrounds at recess and lunch-time thrusting flyers into kids' hands, I can't see us doing much more to attract Juniors.

However, the question is, how many Juniors are there actually out there? Does the stagnation in Junior participation reflect the fact that we have reached every Junior modeler *interested* in entering a model show? Is the hobby of model building dead among young people? If so, should we be concerned about this? I recently attended the largest "in-store" hobby show in the region, hosted by Galaxy Hobbies of Lynnwood. Now this is a very well publicized show, in terms of those that venture into this shop to purchase hobby supplies. Galaxy is also

one of the largest general hobby stores in the region, and they make a huge deal out of attracting Juniors. Total entries at the Galaxy show were an impressive 225. Yet their Junior "Special Category" had only three entries, with a total of "only" 19 Junior entrants for the whole show. Thankfully the IPMS Seattle Spring Show garnered more Junior entrants than 19, but not many more.

What would be wrong with admitting that the hobby is dead for young people? Why are we always so worried about a "lack of Junior participation"? Is it perhaps that we are worried that without new blood, the hobby itself will die? Good reason, I suppose. But from a purely selfish personal point of view, what does it matter if Juniors aren't in the hobby? Modeling for me is for the most part a private, one-on-one pastime. I sit by myself in my hobby room, working on my models. In this respect, it is of no concern to me if **anyone** else is in the hobby, Junior or Senior.

"Ah, but if there is no new blood entering the hobby, there will be no one long term to keep buying kits," you might say. The model firms will wither and die. Well, in the long term, everyone reading this missive will be "gone," so don't worry about the long term. In the short to medium term, the money propelling the current spate of new releases is not being generated by Juniors. Juniors rarely buy Tamiya Swordfish, Tamiya Famo half tracks, nor Hasegawa Peggy bombers. They don't purchase many Pro Modeler F-84s nor many AeroMaster decal sheets or Aires resin cockpit sets. They tend to buy low-end car models, *Star Wars* models, dinosaur models. The current blitz of high quality stuff purchased by you and me is being fueled mainly by the high incomes currently enjoyed by those in their 30's through 60's. In this respect, Juniors are irrelevant.

Also, even if this entire blitz of new products **was** fueled by the spending of Juniors, and if it dried up tomorrow morning, how many of us would really be hurt in terms of a shortage of things to

build? I don't know about you, but I can last my entire lifetime building what I currently have stockpiled in the basement. And I know for a fact that many of you have double or triple what I have. Those that don't have a stockpile, I am sure the Skyway Model Shops of this world will continue to provide a steady supply of second-hand kits for years to come.

"Ah, but without new blood, we won't see many entries at model shows in the future," I hear you say. Well, again, in the long term, you won't be around to care. Short-to-medium term, as we showed this year, entries by Senior modelers can be boosted to very high levels, with proper advertising. And while there are certainly many modelers in their senior years who will drop out over say the next ten years, there are still a decent number of modelers currently in their 30s, 40s, and 50s, who should still be modeling 20 years from now.

So why else might you care that Juniors aren't in the hobby any more? Perhaps it is nostalgia, the old "I had great joy as a youth building models, so I want to see today's youth doing likewise"? Well, this might be so, but it is pure nostalgia. Ask yourself this: if along with those horrible old Lindberg, Airfix, and Merit kits you built as a youth, you had also had 150 channels of cable television, Nintendo 64/Sony Playstation, and the Internet to play with, would you have built models to the extent you did? Are you yourself spending as much time on this great hobby of ours, as you did at your peak? Or have other things come along to get in the way?

I once collected postage stamps, as did millions of other young people. Every school in my home town boasted a stamp club, and within relatively easy driving distance of my house there were stamp "fairs" on an almost monthly basis. Yet the hobby of stamp collecting is "more dead" (?) than that of model building amongst today's Youth. Heck, it is becoming difficult to find stamps to actually collect. The traditional postage stamp that you lick, then stick, in the top right hand

*continued on page 9*



## Revell-Germany 1/72<sup>nd</sup> Scale TPz 1 "Fuchs" A4 and Leopard 2 A5 KWS

by Andrew Birkbeck

For those of you who haven't a clue what these two new kits represent, they are both modern German armored vehicles currently serving with their armed forces. The "Fuchs" (Fox) is a six-wheeled armored personnel carrier, while the Leopard 2 is their latest main battle tank.

In a previous review of R-G's 1/72<sup>nd</sup> Challenger Mk.3 main battle tank, I gushed enthusiastically about the quality of this line of kits. The Challenger was not only a superb set of plastic sprues, it went together very well, with no putty required by this builder anyway.

While the Challenger was very good, the "Fuchs" is nothing short of superb. Molded in a dark green plastic, the kit's parts are contained on four sprues, plus one small clear sprue for the front windshield. Detailing on the parts is uniformly brilliant, with amazing detail given the small scale. There are no ejection pin marks marring this first rate detail, nor any sink marks that I can find. Given that I am currently working on a new Italeri 1/35<sup>th</sup> scale armored vehicle that is swimming in ejection pin marks and awash with sink marks, the "Fuchs" production standards are a breath of fresh air.

R-G also recently issued a 1/35<sup>th</sup> version of the "Fuchs", and its smaller brother matches the larger kit for detail. The underside of the model is a mass of parts, consisting of the road wheels, suspension, drive shafts, and propellers (for fording rivers), a total of 60 parts in all! Each set of wheels can be aligned independently of the others, just as with the real vehicle. And the instructions are very well laid out for these complex assembly sequences, carefully illustrating the alignment of the parts. There are about 120 parts in total for this kit.

There are two color and markings options for the model contained in the box, one for a complex three-color schemed vehicle based in Germany, the other an all white ambulance version, based in Somalia during 1992 under UN command. Decals appear in register.

The Leopard 2 kit is not quite as detailed as the "Fuchs", having been released by R-G back in 1996, whereas the "Fuchs" came out in late 1999. This said, it is still an impressive set of moldings, totaling again about 120 parts. Instructions are again very good. Again, two color and markings schemes are supplied in the kit, identical three-color German-based vehicles from two different tank battalions.

At \$9 each, these kits are also very reasonably priced. I can't recommend this line of armored vehicles from Revell-Germany highly enough. With the issue of the "Fuchs" late in 1999, the line is

currently 14 kits in total, covering modern NATO and Russian vehicles, and also some from WW2. However, **be warned:** Revell-Germany does have other 1/72<sup>nd</sup> armored

vehicle kits in their catalog that are total **trash**. I know, I recently bought one. These appear to be re-releases from the likes of Matchbox, and are really very poor indeed. So be careful, and ask the store owner to let you see in the box before you purchase a 1/72<sup>nd</sup> armor kit from Revell-Germany.

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## And No Kids Came

from page 8

section of an envelope is nearly extinct, replaced by handy dandy peel and stick "plastic" stamps, or postage meter labels. Go into a post office to mail a package, and a computer generates a little sticky label in black and white. UPS/Fed-Ex etc. don't even have "stamps". Gone are the days when a package would arrive for me, covered in multicolored bits of paper depicting events of a historical nature. Yet you don't see me picketing in various locales, over the loss of this hobby. It is now part of my history, as is the vinyl 33 RPM record, or before that the 78. And white wall tires, and men who run out when you pull into a gas station to wash your windows, and check your oil. Society changes, one thing replacing another. Sometimes for the good, sometimes not, but always changing, changing. And as long as **you** have enough models to build (and you always will given what's already out there), why worry about anyone else. Or am I wrong here?

I say don't worry about the lack of Juniors at our shows. Just make sure those that do turn up are treated pleasantly, and made to feel welcome. Instead, worry about the fact that you have 300+ models in your unbuild pile, you continue to purchase more each and every month, and you have a relatively short time left upon this earth in which to build them all. Oh, and keep smiling.....

And if you don't buy this argument of not worrying about a decline in Junior entries, we will be discussing it at the April meeting, so you can have your say then.



## Trumpeter 1/35th Scale Type 98 Chinese Streamline Main Battle Tank

by Cookie Sewell, AMPS, via  
IPMS Quad Cities

While most modelers are now familiar with Shanghai Dragon, the mainland China branch of Hong Kong's Dragon Models Limited (DML), few other Chinese manufacturers have surfaced until now. Trumpeter began releasing models last spring and George Balin brought one of their Type 85 kits down to the AMPS 99 show. The moldings were in a neat tan plastic, and the kit had promise.



Trumpeter has an announced line of 14 armor kits, along with 1/72<sup>nd</sup>, 1/48th, and 1/32<sup>nd</sup> scale aircraft kits. This is the “flagship” kit, as it covers the very latest Chinese Peoples’ Liberation Army main battle tank, which was first shown last fall at the 50th Anniversary of the Revolution Parade in Beijing. These tanks were paraded in the third group which, (the Chinese military being efficient and not wanting any screwups in front of Western guests), was coded with English letters as “C” group. (The kit comes with those markings, as well as generic numbers for line units). There is not word one in the directions or on the box about this tank, as it is so new that the manufacturer seems to have assumed it was still classified by the PLA. The tank is a hybrid Chinese tank that evolved from the earlier Type 85-II and

Type 85-II tanks, which were the first of a new series of designs which finally broke the lineal descent from the Soviet T-54 tank via the Type 59 and Type 69 series. It has a composite armor hull and turret which appear to be jointly influenced by the T-72 and the M-1 Abrams. The tank mounts a 120mm separate-loading ammunition gun with an autoloader, and has a crew of three. A lightened version of the Soviet “Dushka” provides air defense protection, as well as a coaxial 7.62mm machine gun. The tank has a modern fire control system with a combination wind sensor and laser detector on a mast at the rear of the turret (kit parts C41 and C44). One surprise when the tank was paraded was that it also came with a second-generation slewing laser blinder device to use against ATGM and tank sights and tracking devices (parts C6, C7, C9, C45, and C46). The Type 98 (so designated as 1998 was the year of introduction) comes with “boom shields” on the rear of the turret and ten smoke grenade launchers. It has a high horsepower diesel engine and weighs in the 42-46 metric ton class.

Trumpeter, obviously having some help from the PLA but not a great deal to go with on this model, has done a nice job of capturing the unique items on the tank which make it different from Western and Russian designs. The kit is unfortunately designed for motorization and is a throwback to the “bad old days” with huge slots and screw holes in the belly. There is a screw hole in the bow to hold the motorized version together, and a very unrealistic molded-on scraper under the leading edge of the bow. The kit has some nice touches, such as having the operating wires for the Type 98’s smoke projectors molded in place.

But for every “attaboy” there is an “ohnuts”. The tracks are equivalent to early “second generation” Tamiya ones in that

they have interior details, but very weak definition on items like the end connectors (this tank uses a Diehl-type twin-pin “live” track similar to the Leopard 1 and 2.) The AA machine gun could better be replaced by some of the better DML or Italeri plastic DShK guns, as it has ejection pin marks where they are inconvenient to remove. The kit comes with a T-72 style suspension (which is correct) but one it appears to share with the Type 85-II kits also produced by Trumpeter. Note that this means a bevy of extra smoke grenade launchers for those tanks. Details are plainly molded, but most appear serviceable. Some small details appear crude, but most are similar enough to some of the DML parts from their later models that replacing them should not be too difficult. Two sets of drivers are included; one is apparently the Type 85-II set and the other appears to be the Type 98 set. (The larger of the two is the Type 98 model from the “D” sprue.) A painting chart is included, and it appears to be keyed to Tamiya acrylics. For those not using the colors, my best guess is that German Panzer Yellow, German Panzer Green, and FS34079 should match pretty well. Overall, for a first rush of kits, the Trumpeter models are not too bad, and a nice model can be built from the kit with a bit of work. Thanks to Leo and Andre at APC Hobbies for the rush order!

Advantages: First kit of this tank anywhere; some nice touches and details.

Disadvantages: Molding similar to early Academy copies of Tamiya kits; some rough spots; parts optimized for motorization.

Rating: Recommended for all modern armor and PLA fans.

Armored Vehicles Series Kit No. 319; 243 parts (220 in dark OD styrene, 18 clear vinyl, 2 black vinyl, 1 nylon screen, 1 steel axle, 1 screw); price around \$35 (\$26 through APC Hobbies).

[Box top scan courtesy of Skyway Model Shop. Thanks! - ED]

## Airfix 1/72<sup>nd</sup> Scale de Havilland DH.88 Comet Racer

by Bill Thomson, IPMS Boise

They do not make them like they used to. Well, when it comes to Airfix kits this does not always hold true. Indeed, they make them exactly like they used to. Airfix has only lost a few of their molds over the years. The mold for the Comet has been brought out of storage, dusted off and put back into service. This kit first came out in 1957.

I remember the Airfix Comet well as it was the first kit that I put together, in like 1964-5. It came in the distinctive old Airfix duo tone paper header with the poly bagged kit stapled to it. The header had the artwork, history and the instructions. The model was molded in, appropriately, bright red plastic. My brother, an equally ignorant but willing helper, and I were pleased to be sure. We went right at it, not knowing what we were doing. I do not remember asking for it, not being aware of kits of any sort at the time. Maybe my budding interest in airplanes prompted Mum to buy it for me. Still, we glued it all together and it resided on the shelf for years amid a rapidly growing collection of other mainly Airfix kits.

Fast forward three and a half decades later and I find that Airfix has re-released the Comet. In a fit of middle age nostalgia I had to have some, yes not one, but *some* of these little gems. I am now the proud owner of four of these kits. At \$4 each they did not break the bank. There is a method to the madness though, as we will see. This kit comes straight from the days when cockpits did not exist and to give the illusion of a pilot, in this case 2 pilots, little round plastic knobs for heads sit under the canopy. There are some recessed lines of

major dimension (scale Grand Canyons) for the control surfaces. There are some actually pretty fine raised lines for panels in places. The few panel lines are fairly faithful to the original smooth skinned racing machine. This wooden wonder had few, if any rivets.

The DH Comet was purpose built for the London-Sydney Air Race of 1934. It won handily, over 20 hours ahead of the next aircraft, a DC-2. The beast was a very fast machine for its day and one (the race winner) still exists in the Shuttleworth Collection in the UK. It has been the subject of a many million-dollar renovation and may even fly again this year. De Havilland used the things it learned in the Comet and went on to make the superb Mosquito fighter/bomber of WW2 fame.



The 24-part kit comes in a not so sturdy box with nice artwork of the Comet over some inhospitable snow clad mountains, no doubt racing onto Sydney. The simple exploded instructions are fine, with 24 parts how could you go wrong? I was nine years old first time round and these instructions were vital (as if they are not now!). Pity, but the kit no longer is made of red plastic, but standard soft Airfix gray. Do not use too much tube glue on this stuff as it melts very easily. Fair bit of flash, which considering the kit's age, is to be expected. The soft plastic makes for easy clean up. The fit is OK and is as good as some you see today in much more modern kits. The canopy is thick, but there

is not much to see in there anyway. I decided to spruce (sorry, but I had to get some sort of pun about wood in here somewhere) it up a little. I made a nose mounted landing light for it, put Baremetal Foil on the props to simulate the polished metal of the original, and used 2 sets of decals to give some opaqueness to the markings. The decals, as I remembered, were thin and indeed these were just like the originals. One set on top of the other made them look OK. Anything less and the bright red paint shows through the decals and makes them look pink. Hence 4 kits – extra decals if nothing else! I painted it Testors bright red out of the aerosol can. Dipped the canopy in Future after using strips of red decal (cut from an old airliner decal sheet) to simulate the fine canopy framing. I replaced the featureless wheels with same size ones out of the spares box.

I used a pin for the rudder mass balance. I had an old Airfix stand to use. The kit did not have the slot in the belly for the stand but if you look closely you can see where the original mold had provision for a slot. No guesswork on where to cut the belly open if you think ahead – this is best done before you glue the fuselage halves together. How do I know this? Let's just say I used two fuselages to make this kit. I guess they did do a little something to the mold in 40 years after all.

This kit makes up into a nice, bright red racing airplane when complete. Looks good if you do not get too close. It was fun for sure but not half as much as when I built it the first time. AMS? So much for nostalgia.

As for the other Comet kits, I am hoping that my little girl, in a year or so, might like to attack a simple kit as a first time effort with old Dad helping out, hmmm..... A DH Comet might be a good choice!

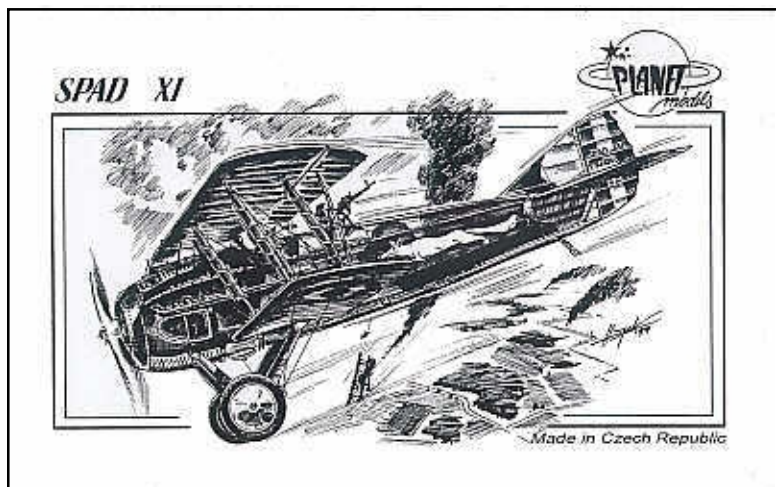


## A Comparison: Planet and Rosemont 1/72<sup>nd</sup> Scale SPAD 11s

by Matt Bittner, IPMS Fort Crook

When I returned this morning from the Des Moines contest, I was greeted by some wonderful mail (and of course a wonderful family). The Planet SPAD 11 took six "mail days" to arrive from Australia. Amazing!

Now for a "first look". Keep in mind I have four sources I'm looking at as I compare this and Rosemont's SPAD 11. The FMP



big French book; Harleyford drawings; Wylam's drawings; and German drawings supplied in an issue of *WWI Aero*.

According to dimensions published in the FMP book, wingspan is 11.24m, and length is 7.8m. If you measure the Planet kit, it's only a "smudge" off. And - of course - the FMP drawings match the dimensions provided in that book. But wait, there's more...

The Wylam drawings are in 1/48th scale, so I scaled those down to 1/72nd. (Yes, I did do more than just "lay plastic over plans" this time). The German drawings state the overall length - from nose to the end of the rudder - was 7.79 (yes, 7.8). However, the German drawings go one better, and show that from the nose to the

front of the rudder, i.e. the back edge of the actual fuselage, is 6.7. Okay, now that that is out of the way, the following conclusions can be drawn. It appears size wise that the FMP drawings are decent. The Wylam drawings are too short, as are the Harleyford drawings. On wingspan, FMP is the only one correct as well. Final conclusion: in the dimension side of things, it appears the FMP drawings are good. This is based on a thought: the FMP and German drawings both publish the same dimensions, so are the FMP dimensions based on the German ones? And if so, are the German ones correct? One source lies in the surviving example of the SPAD 16 at the USAF Museum. There were some differences between the 11 and

16, but overall they're very similar. I would really like to either (a) get to the USAFM and measure the aircraft, or (b) if someone has already done this, plead for their findings. Since the machine is on loan, I may

have to query the Smithsonian to see what they may have. Has anybody else done this?

I hope you are still with me, since this now brings us to the models, and one extremely sore spot with me and the FMP SPAD 11 drawings. Using the above dimensions I see that the Roseplane SPAD 11 is a little short. About 2mm on the upper wing, and a whopping 4mm on the fuselage (sorry, Barry). However, don't get me wrong. I have two Roseplane SPAD 11's - since I really like the type - and definitely will build both of them. I think if you have a want/need to build a SPAD 11 you should give the Roseplane a chance, primarily because of the price, but also because of a couple of points I'm about to raise.

The Planet all-resin SPAD 11 is nice enough. Molded decently, but not without its flaws. The one flaw - and the one where the FMP plans fail miserably - is with the turtledeck. The FMP drawings show the "elevation" of the turtledeck straight and level from the rear of the rear gunner's area to the front of the vertical tail. Uh-uh. If you have the FMP book, look at the drawings, turn the page, and look at the machine trestled up, you can see the turtledeck "declines" in elevation from the rear of the rear gunner's area to the front of the vertical tail. Roseplane has this aspect correct. Planet does not, and follows the FMP drawings "to the letter". The odd thing about the FMP drawings is - out of all the drawings I outline above - they're the only ones **not** to show the "decline" in elevation. The thing I find funny is on the next page over from the drawings is the photo of a trestled up 11 showing the obvious "decline" in elevation at this area.

Anyway, back to the kit. Other areas where Planet fails: Pinholes along the trailing edge of the upper wing. Lack of half-ribs on **all** wings. Lack of scallops on trailing edge of **all** wings (the odd thing is the drawings that show the color/decals that come with the Planet kit shows the scallops). Lack of finesse on the smaller, resin parts. High price.

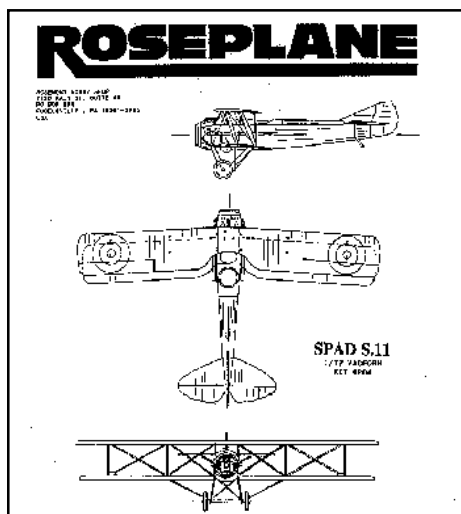
Areas where Planet succeeds: Overall dimensions accurate. Awesome decals made by PropagTeam. Detail on both surfaces of the flying surfaces (a limitation by the vac versus resin process).

Both kits unfortunately have very soft - and poor - louvers on the forward fuselage. Planet also has the cockpit wrong. The SPAD 11 was a dual control aircraft, even for ending up being a recce/bomber. They have no internal structure/detail to the cockpit (neither does the Roseplane, for that matter) and they "assume" you to put a leather "sling" for the rear "pilot". According to the Wylam and German drawings, the rear "pilot" had a fold down "plank of wood" for a seat.

What's the bottom line? Overall - even though the dimensions aren't as good - I



like the Roseplane. And it's not just because I'm a frequent buyer - and friend. There are too many "negatives" - especially high price - for me to keep buying Planet's SPAD 11's. Plus, Rosemont's resin is worlds nicer than Planet's, so all of the Roseplane detail parts are extremely well defined and "sharp". However, with both models, I have a lot of work ahead of me...



## Washing Armored Vehicles Using Artist Oils

*from page 7*

of the solvent to darken or lighten it. It's not rocket science! You'll want to use an old brush to apply the wash to all the little crevices of the model. The acrylic coats you applied earlier will help the wash flow. When I apply a wash I hold the model vertically with the front of the model up. This way the wash runs into the lines as if the wind had blown the dust and dirty there. After you have given the model a good wash put it down and let it dry for at least a day. Oil paints take a while to dry.

You don't want to over do it when it comes to the wash. Like they say, "Less is more." If you're looking at the model and can't decide if it needs another coat of wash then it has enough. You want it to be subtle. After the model has dried I like to take a Q-Tip dipped in some "clean" thinner and remove any of the excess wash from the model's surface. Once you're sure that the model is dry you can give the whole model one or two coats of flat lacquer to take away the shine from your acrylics. Let this flat coat dry thoroughly before you handle the model any further. A lot of what has been written here is merely my opinion. There are as many different ways to do a wash as there are modelers who use them. Find a way that gives you the results you like and use them. Happy Modeling!

## 2000 Spring Show Contest Winners

*from page 5*

### Category 15 - Aircraft; 1/72 Multi Jet

**Judged By: Jack Matthews-Leader, Bill Glinski, Spencer Tom**

1st	Warwick Wright	A-10 Warthog
2nd	Dave Miller	Me 262B
3rd	Jim Priete	BAC Canberra PR.9
HC	David Hempec	Boeing KC-135Q

### Category 16 - Aircraft: 1/48 Multi jet

**Judged By: Mike Medrano-Leader, John Frazier, Lee Thornhill, Tony Roberts**

1st	Ken Conrad	Gloster Meteor
2nd	Mike Morris	F7U-3/3M Cutlass
3rd	Tom Hoard	BAC Lightning F.3

### Category 17 - Aircraft: 1/32 & Larger Jet

**Judged By: Jack Matthews-Leader, Bill Glinski, Spencer Tom**

1st	Brian Willett	MiG-21 MF
2nd	Bill Goshert	Me 163 Komet
3rd	Jeni Saulino	Me 163B Komet

### Category 18 - Aircraft: Civil, Sport, Racing, Airships

**Judged By: Charley Phillips-Leader, Chris Banyai-Riepl, Will Perry**

1st	Mike Morris	de Havilland Super Chipmunk
2nd	Michael Morrow	BD-5 Prop Version
3rd	Robin Powell	Cavalier Turbo Mustang III

### Category 19 - Aircraft; Airliners

**Judged By: Jack Matthews-Leader, Bill Glinski, Spencer Tom**

1st	Bill Glinski	Airbus A340
2nd	Bill Glinski	Boeing 737-300
3rd	Michael Morrow	Boeing 737-300
HC	David Hempel	Boeing 737-300
HC	Don MacBean	Boeing 737-500
HC	Michael Morrow	Boeing 737-200

### Category 20 - Aircraft; Rotary Wing 1/72 to 1/47

**Judged By: Jack Matthews-Leader, Bill Glinski, Spencer Tom**

1st	David Chamorro	UH-60L Blackhawk
2nd	Dennis Wilson	Mil-24 "Hind" Gunship
3rd	David Chamorro	AH-1F Cobra

### Category 21 - Aircraft: Biplanes/Vintage Types

**Judged By: Jack Matthews-Leader, Bill Glinski, Spencer Tom**

1st	Les Knerr	Albatros D.III
2nd	Tim Kelly	Albatros D.V
3rd	Tim Kelly	Albatros D.III
HC	Erik Pilanskii	Siemens-Schukert
HC	Tim Kelly	Pfalz D.III
HC	Tim Held	Fokker D.VII
HC	Stephen Tontoni	Fokker Dr.I
HC	Jay Mullins	Grumman F3F-1

*continued on page 14*

**2000 Spring Show Contest Winners***from page 13***Category 22 - Aircraft; Miscellaneous (Vacuforms, Scratchbuilds)****Judged By: Charley Phillips-Leader, Chris Banyai-Riepl, Will Perry**

1st	Ross Whitaker	Martin Baker MB-5
2nd	Jeff Smith	Gloster Javelin FAW.9
3rd	Mike Millette	Republic XP-72

**Category 23 - Automotive: Factory Stock****Judged By: Barry Bidwell-Leader, Mike Tsoumpas, John Cate**

1st	Joe Spitzer	1969 Dodge Dart
2nd	Joe Spitzer	1985 Monte Carlo SS
3rd	Gerry Nilles	1928 Lincoln Touring
HC	Brian Willett	1999 Mustang Cobra
HC	Ed Kallaway	1932 Ford Roadster
HC	Gerry Nilles	1935 Auburn Speedster

**Category 24 - Automotive: Hot Rods****Judged By: Barry Bidwell-Leader, Mike Tsoumpas, John Cate**

1st	Glen Ryder	1948 Ford Wagon
2nd	Steve Hilby	Green T-Bucket
3rd	Joe Spitzer	1953 Chevrolet Bel-Air
HC	Joe Spitzer	1937 Ford Tudor

**Category 25 - Automotive: Custom****Judged By: Barry Bidwell-Leader, Mike Tsoumpas, John Cate**

1st	Gavin Roberts	1950 Chevrolet Pickup
2nd	Gavin Roberts	1966 Volkswagen Bus
3rd	Gavin Roberts	1953 Chevrolet Bel-Air
HC	Gavin Roberts	VW Karman-Ghia

**Category 26 - Automotive: Pickups****Judged By: Tom Freeland-Leader, Stan Cozad, Tim Nelson**

1st	Bert Peterson	1950 Chevy Pickup
2nd	Jim Burton	1950 Chevy Pickup

**Category 27 - Automotive: Truck, Fire, Rescue, etc.****Judged By: Tom Freeland-Leader, Stan Cozad, Tim Nelson**

1st	Dave Vander Wal	1930 Ford Blimp Tender
2nd	Rick Eager	1960 Ford Fire Chief
3rd	Rick Eager	1948 Chevy
HC	John DeRosia	Foam Rescue Truck

**Category 28 - Automotive: Closed Course Racers****Judged By: Tom Freeland-Leader, Stan Cozad, Tim Nelson**

1st	Elbert Lin	MB CLK-6TR
2nd	Eugene Wong	Subaru Impreza
3rd	Andrew Bertschi	Toyota Celica
HC	Jim Schubert	Ferrari 750 Monza

**Category 29 - Automotive: Straight Line Racers****Judged By: Glen Ryder-Leader, Jeff Smith**

1st	Steve Holmes	1959 Cadillac
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**Category 30 - Automotive: Motorcycles****Judged By: Glen Ryder-Leader, Jeff Smith**

*1st	Mark Olsen	Ducati 916*
2nd	Mark Olsen	Yamaha Y2F-R1
3rd	Dave Arnold	Ducati 916
HC	Dave Arnold	Zundapp KS-750

**\*BEST AUTOMOBILE AWARD: Sponsored by Skyway Model Shop-Seattle****Category 31 - Automotive: Pre-Finished Cars****Judged By: Glen Ryder-Leader, Jeff Smith**

1st	Everette Quam	1958 Edsel
2nd	Everette Quam	1932 Ford Phantom
3rd	Everette Quam	Rambler

**Category 32 - Diorama: Aircraft****Judged By: Chuck Zellmer-Leader, Steve Holmes, Steve McKinnon**

1st	Dave Clark	Buzz Kill
2nd	Owen Smith	XB-70 & T-38
3rd	Tracy Weeks	Douglas SBD-3

**Category 33 - Diorama: Automotive****Judged By: Tom Freeland-Leader, Stan Cozad, Tim Nelson**

1st	Morris Johnson	Backyard Game
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**Category 34 - Diorama: Armor****Judged By: George Stray-Leader, Matthew Burchette, Jacob Russell, Earl Otto, Dave Clark**

*1st	Chuck Zellmer	The Daring Deception*
2nd	Steve Holmes	Su-85
3rd	Bob Cacal	"Deutch Panzer Ist Besser"

**\*BEST DIORAMA AWARD: Sponsored by IPMS-Oregon Historical Modelers Society****Category 35 - Diorama: Space Facts/Sci-Fi****Judged By: Neil Makar-Leader, Everett Quam, Gerry Nilles**

1st	Mark Sleppy	My Enemy - My Hope
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**Category 36 - Diorama: Marine****Judged By: Bob LaBouy-Leader, Paul Ludwig, Don MacBean**

1st	Craig Pierce	HH-65 Dolphin Rescue Scene
2nd	Scott Taylor	"On the Waterfront"
3rd	David Stansel	Scharnhorst

**Category 37A - Diorama: Vignette****Judged By: Scott Taylor-Leader, Terry Clements, Gregg Schell**

1st	Gelacio Marrero	German Assault Troops
2nd	Michael Beiff	German Snipers

**Category 37B - Diorama: Figures****Judged By: Scott Taylor-Leader, Terry Clements, Gregg Schell**

1st	Ron Finn	S. S. Panzer Grenadiers
2nd	Jim Burton	Bomber Crew

**Category 38 - Diorama: Miscellaneous****Judged By: Brian Cahill-Leader, Frank Lyso**

1st Dan Rowbottom Battery Way

**Category 39 - 1/35 Armor: Closed Top Pre-1945, Allied****Judged By: George Stray-Leader, Matthew Burchette, Jacob****Russell, Earl Otto, Dave Clark**

\*1st Jonathan Stetson Cromwell\*  
 2nd Chuck Zellmer Hunting Tiger  
 3rd Don Puckett Cromwell  
 HC Hugh Jacobs Firefly

**\*BEST ARMOR AWARD: Sponsored by****R & J Enterprises-Quilcene****Category 40 - 1/35 & Larger Closed Top After '45****Judged By: Scott Hall-Leader, Bill Goshert and Bill Osborn**

1st Bob LaBouy LVT-5  
 2nd Gelacio Marrero Centurion MK III  
 3rd Robin Powell Centurion AVRE 175

**Category 41 - Armor: 1/35th & Larger Open Top, 1/2 Tracks, etc.****Judged By: Scott Hall-Leader, Bill Goshert and Bill Osborn**

1st Chuck Zellmer Hummel  
 2nd Mike Tsoumpas BA-10  
 3rd Mike Tsoumpas Marmom-Harrington MK 1  
 HC Phil Wyatt Berg-Panther

**Category 42 - Armor: 1/35th & Larger Soft-Skinned****Judged By: Scott Hall-Leader, Bill Goshert and Bill Osborn**

1st Jonathan Stetson Willys Jeep  
 2nd Ross Hillman Kubelwagen  
 3rd Gary Johnson Steyr 1500A/01  
 HC Mark Steacy Opel Maultier

**Category 43 - Armor: 1/35th & Larger Towed Artillery and Missiles****Judged By: Kevin Brown-Leader, Stephen Tontoni, Ned Shaw**

1st James Green USN JB-2 Loon  
 2nd Phil Wyatt Quad Tractor  
 3rd R. Price Kettenkrad 2/Flak 38

**Category 44 - Armor: 1/36th & Smaller****Judged By: Kevin Brown-Leader, Stephen Tontoni, Ned Shaw**

1st James D. Gray Renault FT  
 2nd Gregory A. Schell Humber MK III  
 3rd James D. Gray Pzkw IV

**Category 45 - Armor: Conversions & Scratchbuilts****Judged By: Kevin Brown-Leader, Stephen Tontoni, Ned Shaw**

1st Leroy A. Jones Israeli M48A4  
 2nd Ross Hillman M4A4/A2 Hybrid  
 3rd Phil Wyatt Panzer IV H  
 HC Phil Wyatt Steyr 1500/01

**Category 46 - Ships: Engine-Powered****Judged By: Bob LaBouy-Leader, Paul Ludwig, Don MacBean**

\*1st Bill Cianci IJNS Takao\*  
 2nd Hans Beerwink Krivak Frigate  
 3rd Matthew Burchette U.S.S. Manhattan  
 HC David Stansell Deutschcamo Class  
 HC Rodney mead U.S.S. Roe  
 HC Brian Willett Type XXI U-Boat

**\*BEST SHIP AWARD: Sponsored by****IPMS ACES HIGH-Spokane****Category 47 - Ships: Sail and Unpowered****Judged By: Bob LaBouy-Leader, Paul Ludwig, Don MacBean**

1st Matthew Burchette C.S.S. Stonewall  
 2nd Stu Alvord Roman Rowboat  
 3rd Kurt Hanson 20' Sloop  
 HC Kurt Hanson 8' Dinghy  
 HC Stu Alvord Viking Sjørtbjot

**Category 48 - Ships: Miscellaneous****Judged By: Bob LaBouy-Leader, Paul Ludwig, Don MacBean**

1st Gerry Nilles Hacker Runabout

**Category 49-Figures: Smaller than 54mm***(No Entries)***Category 50 - Single Figure: 54mm and 1/35****Judged By: Scott Taylor-Leader, Terry Clements, Gregg Schell**

1st Chuck Zellmer Wehrmacht General  
 2nd Don Puckett Fallschirmjäger - Crete  
 3rd Don Puckett U. S. Tanker

**Category 51 - Single Figure: Larger than 54mm****Judged By: Scott Taylor-Leader, Terry Clements, Gregg Schell**

\*1st Steve Cozad Crusader\*  
 2nd Steve Cozad Alexander "The Great"  
 3rd Chuck Zellmer Panzer Grenadier  
 HC Chuck Zellmer S. S. Tanker  
 HC Les Knerr German G42 Gunner

**\*BEST FIGURE AWARD: Sponsored by****Ted Holowchuk-Snohomish****Category 52 - Space Fact****Judged By: Neil Makar-Leader, Everett Quam, Gerry Nilles**

1st Tim Nelson Mercury Atlas  
 2nd Tim Nelson Soyuz TM  
 3rd Tim Nelson Gemini Titan  
 HC John DeRosia International Space Station

*continued on page 16*

**2000 Spring Show Contest Winners**

from page 15

HC	Brian Mulron	Naval Aviation's Golden Age
HC	Bill Glinski	1/72nd Spitfires

**Category 53 - Sci-Fi: Vehicle**

**Judged By: Neil Makar-Leader, Everett Quam, Gerry Nilles**

- |             |                     |                         |
|-------------|---------------------|-------------------------|
| <b>*1st</b> | <b>Anthony Froh</b> | <b>K'Var Destroyer*</b> |
| 2nd         | Terry Moore         | Trade Federation Tank   |
| 3rd         | Anthony Froh        | Dryke Fighter           |
| HC          | Gelacio Marrero     | Kazon Ship              |

**\*BEST SPACE, SCI-FI, ETC. AWARD:**

**Sponsored by IPMS-Vancouver, BC**

**Category 54 - Space Fact/Sci-Fi/Fantasy Figure**

**Judged By: Neil Makar-Leader, Everett Quam, Gerry Nilles**

- |     |                |              |
|-----|----------------|--------------|
| 1st | Unknown        | This Vampire |
| 2nd | David Stansell | Alibu        |
| 3rd | Craig Pierce   | Anubis       |

**Category 55 - Sci-Fi: Miscellaneous**

**Judged By: Neil Makar-Leader, Everett Quam, Gerry Nilles**

- |     |                |                  |
|-----|----------------|------------------|
| 1st | David Miller   | T-Rex Skeleton   |
| 2nd | David Miller   | T-Rex            |
| 3rd | Marts Martinez | Raptor with Nest |

**Category 56 - Other Classes: Miscellaneous**

**Judged By: Brian Cahill-Leader, Frank Lyso**

- |     |             |               |
|-----|-------------|---------------|
| 1st | Bill Speece | F9F-2 Panther |
| 2nd | Stu Alvord  | "Old Timers"  |
| 3rd | Bill Speece | Airbus 300    |

**Category 57 - Other Classes: Collections**

**Judged By: Brian Cahill-Leader, Frank Lyso**

- |     |                |                        |
|-----|----------------|------------------------|
| 1st | Jim Schubert   | Shusui Fighters        |
| 2nd | Ross Whittiker | Typhoon/Tempest Family |
| 3rd | Tom Hoard      | 1/48th Spitfires       |

**Category 58 - Flights of Fancy**

**Judged By: Brian Cahill-Leader, Frank Lyso**

- |     |              |                       |
|-----|--------------|-----------------------|
| 1st | Terry Moore  | Homer Wright          |
| 2nd | Bill Glinski | Gee Bee R-1 (US Army) |
| 3rd | Bill Speece  | B-35 Gate Guard       |

**Category 59 - Pentathlon**

**Judged By: Team Leaders John Amendola and Ted Holowchuk.**

**George Stray Team-Armor, Barry Bedwell Team-Automobiles, Charley Phillips Team- Aircraft, Scott Taylor Team-Figures, & Bob LaBouy Team-Marine.**

- |     |              |
|-----|--------------|
| 1st | Jim Schubert |
| 2nd | Terry Moore  |
| 3rd | Steve Holmes |

**BEST OF SHOW: (Contestants' Choice)**

**Sponsored by IPMS-Tacoma**  
**Rich Hoard – Junkers Ju 52/3M**

**BEST US NAVY AIRCRAFT:**

**Sponsored & Judged by Tom Morton**  
**Chuck Zellmer – Curtiss SB2C**

**THE MULDOON AWARD:\***

**Sponsored & Judged by Kevin Callahan & Bill Osborn**  
**\*In honor of "Muldoon" (Brian Mulron)**  
**Michael Morrow - Dormoy Bathtub**

**Reserve Judges**

Bob Berry, Jim Green, John Greer, Norm Filer, Rich Hoard, Carl Kietzke, Mike Masters, Paul Mori, Gerry Parker, Paul Peterson, Lee Thornhill, John Valadez.

**Meeting Reminder**

**Saturday, April 8 at 10am**

**National Guard Armory, Room 114**  
**1601 West Armory Way, Seattle**

**Directions:** From North or Southbound I-5, take the 45th St. exit. Drive west on 45th, crossing under Highway 99 (or Aurora Ave. North) toward N.W. Market Street in Ballard. 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. Park in the Metro Park & Ride lot.

If coming from the South, take Highway 99 onto the Alaskan Way viaduct to Western Avenue. Follow Western Ave. north to Elliot Ave. until it turns into 15th Ave N.W., then to Armory Way itself.

