



PREZNOTES



Color Police! I thought that the color police were those modelers that know the true color of olive drab, or can describe “Aotake” in 10 pages or more, or have actual paint samples of RLM 02 in their collection. Boy, was I wrong. I recently sent a photo of one of my figures to a modeler (someone who had done the same figure) and he had the temerity to tell me that the skin tones on my figure were incorrect! And he made this comment from looking at just a photo. The color police have also permeated areas of modeling other than aircraft or figures. For example, the true color of the original star ship *Enterprise*. Looking at her on the small screen she looks gray. However, the experten are saying that the true color of the *Enterprise* is something akin to duck egg blue, as that is what color the original studio model was painted. OK - so what shade of duck egg blue? Is duck egg blue the same as RAF Sky? Is it the same color Curtiss painted the underside of their RAF Tomahawks? **Is it that bloody important??!** When the new Polar Lights *Enterprise* crosses my workbench some time next year I’ll paint it as I see fit. I’ll probably use a color **similar** to what has been specified by the color police, but if I don’t have the exact match I’ll tell the color police to put their color chips where the sun don’t shine! As a matter of fact I approach most of my models that way. If I have a model ready to paint and I don’t have the exact color, I will eyeball a color and if it’s close, terrific. I’m doing this for fun and if I’m ready to paint now I am going to, instead of having to wait a few days (or weeks) until I can go to the local hobby emporium to buy the correct color to please someone else. Remember, this is supposed to be fun and I’m not going to let some self-proclaimed “expert” take that enjoyment away from me.

That being said, I now have a workbench again (see page 3). Yay! The house remodel project allowed me to clean up my space considerably and I now have a lot

less clutter than I used to. I have even consigned some of my started projects to a box in the garage that I’ll start **after** I finish the short stack on the bench. I just finished repairing some of the models that were damaged during the project and now I’m ready to tackle those half-finished models again. Up first will be my Bv 141 and F-89s, and the dreaded *Tora! Tora! Tora!* Val conversion project. I am going to **attempt** to keep from starting anything new until these are done. Ha!

Starting in this issue, Andrew Birkbeck will be starting a new column devoted to the members of our chapter. I think it’s a terrific idea and will give everyone a chance to find out a bit more about each of us. Don’t be alarmed when he approaches you with camera and notepad at the next meeting. Besides it’ll give everyone a chance to know a little more about you than you are willing to divulge at the meetings.

Lastly - seasons greetings and best wishes for the New Year from your executive committee, Norm, Keith, and myself!

See you at the meeting,

Terry

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IPMS Seattle Web Site (Webmasters, Jon Fincher & Tracy White): <http://www.ipms-seattle.org>

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 on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, 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 - earlier would be appreciated! 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 2002/03 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our new meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

December 14

January 11

February 8

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____ M. _____ LAST _____
(leave blank)

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$21 Junior (17 years old or younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25 Other Foreign: \$28
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
 North Canton, OH 44720-2475

Check out our web page: www.ipmsusa.org

IPMS Seattle Snapshots

by Andrew Birkbeck

The idea for this series started shortly after the death of fellow IPMS Seattle member John McCarty a couple of years ago. I had known John for a couple of years, both from the Museum of Flight modeling group, IPMS Seattle, and he was a customer of mine when I ran The Supply Depot. As a customer, John would come over to the house, and we would chat about the hobby, his life, etc. I knew he worked for Shuttle Express, was divorced with a son, etc.

What shocked me was that when John died and I mentioned his name at the next chapter meeting, not one person I talked to knew who I was talking about. The mention of his name universally drew blank looks. Despite having attended numerous meetings of IPMS Seattle over the previous couple of years, he hadn't registered with anyone save me, or so it seemed.

Then earlier this year, my dear friend Ted Holowchuk died. I had been a friend of Ted's for many years. I had enjoyed meals at his home and spent many a fine evening debating politics with him late into the next morning. I had a whale of a time driving round trip to Albuquerque and back with him and two other Seattle modelers for the 1995 IPMS National Convention. Yet it was at his funeral that I first learned that Ted was an accomplished fiddle player in his youth, and was a watercolor artist.

Finally there was David Whitmore, another member of IPMS Seattle to recently pass quietly away, unknown to many of his fellow IPMS Seattle members. I thought it was time for a little series, wherein I would interview as many IPMS Seattle members as are willing, to find out a little bit about their lives, both modeling and non-modeling. Something to "break the ice" and get us talking to one another. The series kicks off this month with three people, whose connection with each other

is simple: they were available to be interviewed at very short notice, and lived or worked near me, so I could snap their picture!

Terry Moore, President for Life, IPMS Seattle



Terry was born in Seattle on August 7th 1950, and attended Nathan Hale High School as well as Seattle Community College. Terry has been married to his wife Jill since 1975, and they have two sons, Chris aged 20, and Colin aged 24. Terry first went to work for the *Seattle P-I*

newspaper, where he worked in their Advertising Department for 11 years. Then, in 1984, he joined the auctioneering firm of James G. Murphy Co., where he has worked ever since. He is currently the Advertising Manager, dealing with all auction promotions, such as media contacts, brochure production, and PR for the high-profile events, when you will see his happy mug on your local television news broadcast.

Terry's first "model" was more a toy: he sent away three box tops from Corn Flakes packets, plus 50 cents, and received a missile with stickers. Not happy with the missile 'as is', Terry bought some lovely gloss red paint, and improved upon his recently acquired toy! His first actual models were Hawk and Revell single-engine fighters, which he was building in the late 1950s.

Terry's love of history and military modeling came from listening to his father and his buddies tell stories about their military careers. Terry's father landed at Omaha Beach on D-Day plus One, where he drove a GMC 2.5 ton truck. Terry's father also loved to draw airplanes, and these always fascinated Terry.

On the modeling front, Terry's main areas of interest are 1/48th aircraft, and figures, although he dabbles in almost everything, including a recently completed Sci-Fi model that placed at a local Sci-Fi contest

hosted by Galaxy Hobby. Terry's favorite subjects are captured aircraft, Battle of Midway, Pearl Harbor, and movie airplanes. He has a particular love of B-17s and had the great pleasure of piloting one a while back! His reference library has more on the B-17 and the RMS Titanic than any other subjects.

Outside of modeling, Terry loves to play



baseball, having been involved with various teams for a good number of years. This year, his team from the Puget Sound Senior League won the Division Championship, and Terry scored the go-ahead run! Son Colin was the winning pitcher, a real family event! Terry also has a great love of the bagpipes, which he plays on his front porch if he is upset with the neighbors!

Andrew Birkbeck



Born exactly ten years to the day after Terry Moore, on August 7th 1960, in Iowa City, Iowa. Eldest of four siblings, there are four different nationalities in Andrew's family: his father was born in Scotland, his mother in New Zealand, and his sister and two brothers are all Canadians! Andrew spent only one year in Iowa before moving to Vancouver, Canada, where he spent ten years, then to Scotland for a year, and New Zealand for a further 11 years. He is a graduate of Otago Boys High School in Dunedin, New Zealand, and has a double Masters in History and International Relations from the University of Otago, graduating in 1981.

Andrew turned up in Seattle in 1982, on his way to spending four months touring Africa. While in Seattle he stumbled upon

his future wife Twyla, also a graduate of Nathan Hale High School (weird world isn't it). They were married in 1984, and have two children, Zoe aged 8, and William aged 4. From 1976 to 1984 (including summers while at university), Andrew worked at a New Zealand sheep slaughterhouse, where he helped dispatch 10,000 a day. Upon arriving permanently in Seattle in 1984, Andrew joined the International Banking Division of Peoples Bank (later US Bank), where he worked in international funds transfer, and eventually ran the

computers for International Funds Transfers and Currency Trading. In 1994, he "retired" to be an "at home Dad".

Andrew has always had a strong interest in military history, borrowing books on WW2 from his school library starting around age six. He couldn't actually read them; he just liked the pictures!

His first model was an Aurora 1/48th Swedish "S" tank, which he received for his eighth birthday. He tried to build this, but his Dad kept telling him what to do, and in the end, Dad built the kit for him, while he watched! Thankfully, Dad felt spending time with the children was secondary to doing research in his university lab, and left Andrew alone after the S tank debacle! After the S tank, it was 1/72nd Airfix and Frog aircraft kits, until his discovery of Tamiya AFV models in 1973!

Andrew likes to build almost any type of model, in any scale you can think of, he just loves models! In particular Andrew enjoys 1/35th armored fighting vehicles from WW1 to the present, as well as 1/48th aircraft of the Royal New Zealand Air Force in WW2, aircraft of the RAF and

FAA, and 1/24th rally cars. His library shelves groan under the weight of books on the RNZAF, RAF, Fleet Air Arm, and armored vehicles of all sorts, plus of course those darned rally cars.

Outside of modeling, Andrew enjoys sports of all kinds, especially Soccer, Rugby, and Ice Hockey, having played all of these in his younger days. He is a rabid WRC (World Rally Championship) fanatic. He also loves movies, especially science fiction and anime. He loves to read mystery books, and was a devoted follower of *Inspector Morse* and anything that appears on the PBS series *Mystery*. Finally, he loves international travel, his most memorable trip being his 10,000-mile journey through Africa in 1982. While his friend Ted Holowchuk preferred his fancy motor home and going to Puyallup, Andrew enjoys his cheap hotel room in Paris!

Robert Allen, Esteemed Newsletter Editor

Born on October 20th 1957 in Preston, England, Robert left England at the tender age of eight, bound for Seattle, where his father was set to join Boeing, and the new 747 project. Robert's father had worked for English Electric (later BAC) on such projects as the Lightning, Canberra, and TSR.2. Robert graduated from Lakeside School (where he **should** have been hanging out in the computer lab with those two Lakeside geeks, Bill Gates and Paul Allen), and then the University of Washington, with a BA in English. He worked for many years as a recreation coordinator for several Parks Departments and Senior Centers in the Seattle area. Robert has written about music for many Seattle area magazines; he spent 18 years writing for the now defunct *The Rocket*. He wrote the first published review of Nirvana's debut album. Currently Robert is freelancing at many different activities, including being the official scorekeeper for the University of Washington Husky Men's and Women's basketball teams. He is also a freelance writer, proof reader, research assistant, etc.

Robert's first model was a 1/72nd Airfix Me 109E, which he built in an afternoon, aged nine years old. His love of aircraft modeling was a natural follow on for his love of aircraft, the Allen household being "an aircraft family," what with his Dad employed in the industry. Robert modeled from age nine through to about 15, then, like so many of us, gave up the hobby completely when he discovered girls and music... Robert re-entered the hobby in his late 20s, when he decided to dig out one of his old unbuilt kits, a Revell Hawker Hurricane. When he modeled as a child the goal was to finish a model as quickly as



possible, even down to not applying any paint to the kit. With the Hurricane model, Robert started off on a different tack, and actually **researched** what colors and markings it should have etc. Today, Robert concentrates his modeling time on 1/72nd aircraft, primarily WW2 vintage subjects. His library has a heavy bias towards British aircraft subjects, and also smaller air forces of WW2, although it is fairly comprehensive on aircraft in general.

When not pursuing his interests in modeling, Robert spends time on his other pastimes such as listening to music (Rock and Folk in particular). He is also a passionate baseball fan, specifically of the Cincinnati Reds, and enjoys all forms of motor racing with the exception of the Indy Racing League.

Airfix 1/72nd Scale Shorts Skyvan

by Keith Laird

Airfix has reissued their 1/72nd scale Short Brothers Skyvan Airliner and Transport Aircraft. This item has been bringing in big prices on eBay. I bought mine in while at the IPMS Vancouver, Canada show from Fine Scale Hobbies. Martin had it for \$18.95 CDN which works out to about \$12 US.



The Skyvan was inspired by the Miles Caravan. Shorts purchased the Caravan design with an eye to developing it, but eventually came up with their own design along the same lines, which became the Skyvan. Making its first flight in 1963, 154 Skyvans were eventually built before production ceased in 1985. Military versions were sold to 17 air forces, and civil versions have operated in 25 countries.

The very nice kit box art is for Olympic Airways out of Greece. The decal sheet gives you alternative markings for the Austrian Air Force, and NASA's Wallops Island Flight Center in Virginia. The decals appear to be well printed, in register and with all the additional stencils for walkways, fuel caps etc. The 10-page instruction booklet is 8.5x11 inch format well drawn both for assembly, and painting and decaling.

The kit is molded in light gray with very fine raised rivets and panel lines. These could be reduced with just light sanding. The airplane parts are on six sprues (152 parts). The clear window sprue (16 parts) is crisp with no flash.

You can build the kit with 18 passenger seats, with each seat having three parts, or you can leave them all out for a military cargo version. The airplane will carry a Land Rover or 22 combat troops and operate out of a 1,050 foot unimproved airstrip. The kit lends itself to super

detailing of the interior, the cockpit has OK detail but could be embellished with some side console decals from the spares box. The fuselage is assembled from six main panels. This allows you to

detail each interior piece before it all goes together (thanks Ted), and it appears without too much work you can articulate the flight controls including the flaps.

All the parts in my example were well formed and I believe will be able to be assembled without problems. I do see the need to possibly have to jig up some parts. The wings have dihedral; you have to install a wing strut on each side and these sit on the fixed main landing gear outriggers that have to be set at 90 degrees to the fuselage side. This is a tricycle geared airplane. Airfix shows it will require 10 grams of weight to prevent it sitting on the tail.

Is IPMS/USA Dying?

by Michael Benolkin
(IPMS #17256)

The International Plastic Modelers' Society was originally founded in the United Kingdom in 1963 as the British Plastic Modellers' Society. It didn't take long for this fledgling concept to spread across the world! Jim Sage founded the first US chapter in Dallas, TX a few years later.

The motto "By Modellers, For Modellers" was created by IPMS/UK as the rallying cry to gather scale modelers of all scales and interests together to share experiences, techniques, and otherwise fellowship in a world that even today views scale modeling as "playing with toys". This motto and charter carried across the Atlantic as chapters sprung up all across the United States. By the time I joined IPMS in 1982, there were over 17,250 people who had been or were still members of IPMS/USA.

One of the significant benefits of IPMS/USA membership back then was that outstanding magazine. Before the days of the Internet, *Fine Scale Modeler*, specialty publishing houses, as well as the many of the outstanding modeling reference magazines that come from the UK, there was a significant lack of decent subject reference material. In the pages of these early IPMS/USA Journals were excellent "how-to" articles and loads of color and marking profiles that shared members' research and/or first-hand observations of a given subject. While sometimes crude by today's standards, these profiles nevertheless armed numerous IPMS members with knowledge that was otherwise unavailable to the average modeler. Unfortunately, about the time I joined IPMS/USA, the national organization was on the brink of financial disaster. That fantastic reference publication went away and what replaced it is essentially the magazine we have today.

When the new magazine format came out, it featured hobby news and reviews (as well as the occasional reference) and it was still ahead of the pack in providing the IPMS modeler with previously unavailable insight into the activities within the hobby industry. Without this knowledge, new releases from the model companies as well as products from the then-fledgling aftermarket industry would have gone unnoticed. Most hobby shops in the 1980s (and even some still today) didn't feel the need to keep up with new products. It was only after IPMS members would flock to their local retailers to demand the new stuff did the transformation of the hobby industry begin. Before IPMS/USA began spreading the word on new product releases, manufacturers and distributors would have to sell hobby shops on carrying a new product line. As the ranks of informed modelers grew, so did their influence. Today, manufacturers and distributors inform the modelers of new products through reviews and advertising and they let demand take care of the hobby shops.

With this newfound influence, IPMS became the de facto voice of the modeler to the hobby industry and many of the products that have appeared on our shelves and workbenches have been a direct result of that influence. When Company X would release a stinker of a kit, the reviews would reflect its shortcomings and impact on their sales. IPMS has helped to raise the standards of quality and detail in today's kits. This area of influence can also be seen if one compares the Aurora and Hawk kits of old with the Accurate Miniatures and Tamiya kits of this era.

Perceptions

So what is happening with IPMS/USA today? Ask a dozen modelers and you'll get 15 opinions. Nevertheless, there are some common threads amongst the ranks of current and former IPMS members.

*The IPMS/USA Executive Board (E-Board) is out of touch with the membership and with the hobby industry. (I'll

admit that I felt this way as well until I did the research for this article – more on this later).

*The IPMS/USA magazine publishes out of date reviews and little substance.

*The IPMS/USA National Conventions are no longer "fun" to compete one's models due to the degree of nitpicking amongst some of the judges (I'm sure you've spotted the dental mirrors and flashlights). What is even more frustrating is when some of those nits being picked are not based on accurate knowledge of the subject. I recall a friend's Israeli Spitfire being tossed at a National a few years back because the Star of David was supposedly placed incorrectly on the fuselage. The modeler was later proved correct. IPMS/USA Regional Contests are heading in that same direction. At a recent regional attended by our former chapter president, the judges were scrutinizing his tank and he overheard them say that his weathering must be hiding a flaw so they decided to drop his model from further consideration.

There are other issues and/or perceptions in the minds of the membership, but I believe these capture some of the high points. Let me also state for completeness that there are many members within the organization who sincerely believe that there are no problems whatsoever. And while this may be true within the bounds of their chapters, IPMS/USA is growing smaller.

According to the Business Meeting held at the 2002 IPMS/USA National Convention, membership has dropped by almost 20% in the last four years. The number of IPMS Chapters that renew their annual charters have also dropped by nearly 20% over the same period of time (and the issue here isn't money – the chapter renewal fee is only \$10 USD). There is a requirement to maintain at least five current IPMS/USA members in the chapter in order to become/remain an IPMS chapter, and this can become a challenge in the smaller chapters given the decline in member retention.

I recently became the president of our own local IPMS chapter and was facing some of the same breadth of opinions over renewing our own chapter charter. I was surprised by the number of people in our club who favored leaving IPMS. I decided to contact the IPMS/USA President, David Morrissette, and discuss some of these issues with him.

A Chat With The President

David was very open and frank about the health and status of IPMS/USA. I was surprised that he shared most of the same perceptions discussed above. Here are some of the key points of our discussion:

The E-Board is not out of touch; they are bogged down in utter nonsense. When this new E-Board took office, David and his team were ready to take on some of the key issues affecting the future of IPMS/USA. Instead, David has become all-too-acquainted with the IPMS/USA lawyer. It seems that a few folks have succeeded in bogging the system.

In one case, a handful of folks waged a successful campaign to either ban or partition off sexually explicit figures from public model contests. Given that we're trying to recruit new generations of modelers into our ranks, there was no need to add sex education to the curriculum of modelers' clinics. Rather than declaring victory and getting back to the business of modeling, these folks have now extended their campaign to include any sort of "unacceptable" nose art. They have engaged in a variety of tactics to force IPMS to adopt their strict moral code, and while not successful in this latest round, it nevertheless consumes valuable time.

In another case, a gentleman showed up at an IPMS Chapter Meeting and was allegedly loud, disruptive and abusive. At the end of the meeting, he tried to join the club and his membership was rejected due to his behavior. Shortly afterwards, a lawsuit was filed against IPMS for discriminating against a Vietnam Veteran.

So if you believe that the E-Board is out of touch or unresponsive, there's more to the story than you might think. Also remember that none of the E-Board members are getting paid for their time and troubles. As with your local chapters, the E-Board members are volunteers who still have day jobs and families to care for. This sort of nonsense would definitely take the fun out of any hobby.

The IPMS/USA magazine is out of date. The E-Board is working on another format change to address this. They recognize that in the days of old, the *IPMS Journal* was the source of news inside the hobby industry. Nevertheless, the news information contained in the *IPMS Journal* was usually three-to-four months old. Since that time, publications like *Fine Scale Modeler*, *SAM*, *SAMI*, etc., have cut that time down to two months. With the advent of the Internet, online publications like Internet Modeler would cut the time for hobby news to get to the modelers down to mere weeks. Now with sites like Hyperscale, hobby news gets out in a matter of hours. This revolution in time compression leaves the current *IPMS Journal* in the dust.

Judging at Regional and National contests is getting too nit picky and David doesn't even enter his models any more. When he called together the Contest Committee to look at alternatives, they were adamant that the judging system is fine the way it is today. While there are always perceived anomalies in judging, the problems are not as widespread as rumor would indicate. The senior judges have a great deal of experience and tend to keep an eye on the new judges. Despite these checks and balances, a growing number of modelers are not finding this type of competition fun and statistics are beginning to reflect this.

The average age of the IPMS/USA membership is approaching Social Security levels (ouch!). The recruiting and retention of younger modelers is not very successful. Regional Coordinators are being tasked to work closer with their local chapters to help with retention.

The IPMS/USA Website is expanding and the current and former webmasters have done a terrific job of getting IPMS/USA into cyberspace. The site is now growing to provide the membership with greater insights into national organization including the posting of the E-Board Meeting Minutes.

The E-Board has selected a seven-member committee from across the country to identify key issues and recommend changes to the organization. Their charter calls on them to find out what's on the minds of current and former IPMS members and how IPMS/USA can be improved to keep them actively involved with the organization.

The Next Step

If you are interested in voicing your thoughts and feelings about the condition and direction of IPMS/USA, here is your opportunity. I have been asked to be one of the members of the IPMS review committee and I want to hear from you. What I need from you are your thoughts on the following questions:

1. Are you currently or were you previously an IPMS/USA member?
2. Which IPMS/USA Chapter(s) do you/have you been a member?
3. What do you like/dislike about the IPMS/USA Journal? What would you do differently?
4. What do you like/dislike about the IPMS/USA Website? What would you do differently?
5. What do you like/dislike about the local chapter contests and what would you do differently?
6. What do you like/dislike about the IPMS/USA national contests and what would you do differently?
7. Do you feel that you are getting your moneys worth out of your annual dues? If not, why not?

Continued on page 15

Book Review: *Silent Siege - III* by Bert Webber

review by Jim Schubert

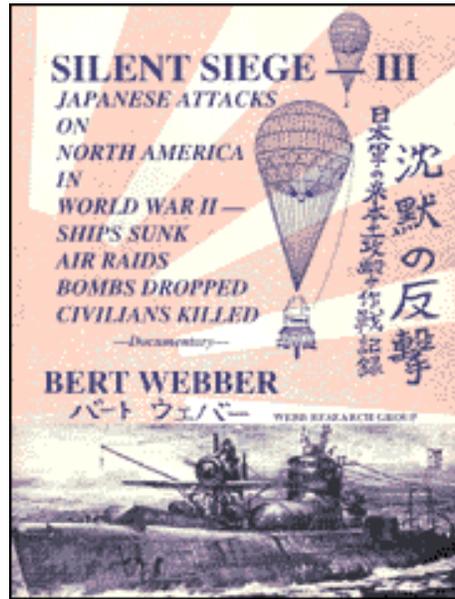
Silent Siege - III details very well all of the Japanese attacks on North America during WWII starting with submarine *I-17* shelling oil derricks at Goleta, California on February 13, 1942. On June 20, *I-26* fired about 20 rounds from her 5.5" deck gun at the lighthouse on Vancouver Island's Estevan Point. On June 21, *I-25* fired 17 rounds into the US Army's Coast Artillery station at Fort Stevens, near Astoria, Oregon. On September 9, *I-25*'s "Glen" floatplane dropped two 60kg thermite bombs in the forest near Brookings, Oregon and on September 21 the same plane dropped two more such bombs in the forest near Port Orford, Oregon.

Earlier, *I-25*'s "Glen" had flown the first reconnaissance of Kodiak Island in the Aleutian Chain preceding the Japanese landings on, and capture of, the islands of Kiska and Attu, which they held for a year. In the course of her scouting trip in the Aleutians *I-25* also sank the submarine *USS Grunion* with one torpedo.

On November 6, 1944, the Japanese launched the first of their incendiary bomb carrying FUGO hydrogen filled free-balloons. About 9,000 of these balloons were launched, of which only 312 are documented to have landed in North America. They are, however, still being found today. Many of the balloons fell out of the jetstream and were blown back to land harmlessly, not yet armed by their timing mechanism, in Japan. The balloon launchings ended August 13, 1945.

The shellings did no damage and the bombings and balloons started no serious forest fires. One balloon that landed on Gearhart Mountain, near Bly, in south central Oregon, did kill six members of a church picnic party when they handled the bomb mechanism and set it off. This was the only serious damage actually done by the Japanese "attacks" on North America.

These attacks did, however, cost the US and Canada quite a lot of money and resources in combatting them. Special fighter deployments were made up and down the coast from Mexico through the Aleutians to intercept and shoot down the balloons and many radar sites were built to detect the incoming balloons. The last shoot down over North America was made by an RCAF Kittyhawk from Abbotsford, BC on April 20, 1945.



Webb Research Group Publishers, P.O. Box 314, Medford, OR 97501, USA, 1997, ISBN 0-936738-73-1. It may be ordered direct from this cottage-industry publisher for \$28.95 plus \$5.95 postage and handling and \$.75 for each additional book ordered.

Another good reference on the airplane-carrying Japanese subs is: *Japanese Submarine Aircraft* Mushroom Model Magazine Special - Red Series, No. 5013 by Tadeusz Januszewski, Mushroom Model Publications, UK, 2002, ISBN 83-916327-0-9. Its retail price is £9.99 Sterling.

My review of this book appeared in the July 2002 issue of *Internet Modeler* (www.internetmodeler.com) and can be accessed by clicking on Archive in the header for the contents page and scrolling down to, and opening, the July 2002 issue.

Natural Metal Finishes

by Bill Osborn

I think I've mentioned several times that I **hate to paint**. And what I dislike the most is natural metal. The surface must be smooth and free of scratches. With many kits that's not too hard, but when most of the models I build are limited run the fun begins.

There are five models in the bat cave that are ready to be painted with metal paint. Of course, these are not included in the dozen other models waiting to be finished. I think there are more bottles of different colors of silver and metal paints down there than most hobby shops carry. Every time I see a new color or a new brand of something that might work I snap it up and run home to try it out.

I still have several bottles of Alclad that I bought at the Nats about twenty years ago (must be in good shape by now). Then to go back even more, (to the mid '60's) I still have at least one bottle of 410M silver - that was a fine grain paint that almost looked like real aluminum. Ah, those were the days. Well, things have progressed since then. Now we have the SNJ method, and the new Alclad II paints. The SNJ comes only in one color and the model needs to be pre-painted with different colored panels to get a color change. But come to think about it I haven't seen any SNJ around lately.

Now we have Alclad II that comes in several great shades. Also available are the Model Master Metalisers. These also come in various shades. With all that paint, you'd think it would be a snap to turn out a decent looking model. Well, not for some one who is on a first name basis with Mr. Murphy. I liked the way the Metaliser goes on, but it would lift up if I tried to mask over it. The old silver paints just didn't look right, too grainy. The new Alclad II is tough and can be masked over without a problem. But, my problem is that to get a

good paint job the model must be flawless. Well, that lets me out right there. I sand and prime and sand until I can just about see through the model, and when the color goes on, there are whole new batches of blemishes that show up.

Now I know enough to use a very fine grade of sand paper (2000) to remove the smallest scratch. Then I rub the surface down with polishing compound, wash it with mild soapy water, rinse and blow dry then let it set for a day or two to be sure there are no big drops lurking anywhere, then haul out the airbrush and let the fun begin. That's when Mr. Murphy shows up. Some of the darndest things show up that you would never see if the model was O.D. I think that's where the armor guys have it over us - when was the last time you saw a Tiger tank in natural metal?

Well anyway, my current project is still being subjected to all of the above processes and may be done by the time this shows up in print. Assuming Murphy stays home.

Italeri 1/72nd Scale Vought A-7E Corsair II

by Jim Burridge, IPMS Washington D.C.

With a decent Airfix 1/72nd scale A-7E and an excellent Fujimi kit, you have to wonder what kind of marketing logic led Italeri to offer this kit, years after the real thing was retired.

This Italeri kit is very similar to the Fujimi Corsair, but it has one nasty design flaw. The Fujimi kit represents the intake trunk and forward bottom fuselage (including the intake lips) with two right/left halves. On the Italeri kit the fuselage halves come right up to the intake lips, which are separate right/left parts. But the fuselage halves end with a solid wall 1/4" inside the intakes, so there's no intake

trunk. Furthermore, the intake lips don't match up well with the fuselage sides (at least in test-fitting) and would seem to need filling and reshaping. Italeri tried to atone for the blanked-off intake by offering an intake cover, but it's supposed to be simulated fabric and that hardly ever looks good in plastic. It's also done as a plug, while the real A-7 intake cover is just that - a cover held on with bungee cords. If you choose not to cover the intake you'd probably want to open up that solid wall, but then you'll be looking down the opening into the cockpit.



The Italeri decals are better both in terms of quality and coverage. Both kits cover VA-93 from the *Midway*, but Fujimi only offers one additional scheme, VA-113 from the *Ranger*. In addition to VA-93, Italeri gives you VA-147 from the *Constellation* and VA-87 from the *Independence*, both full-color, and subdued VA-86 markings from the *Nimitz*. In terms of weapons both kits offer Shrikes, Mavericks, and Sidewinders (all untypical weapons loads for Vietnam A-7Es), but Italeri also gives you a bunch of Mark 82 Snakeyes. Except for the intake problem, the better decals and weapons selection would probably give this new Italeri offering the nod. But the intake oversight would take hours to fix, and why take on the problem when you've probably got a closet full of Fujimi kits? I'll leave the answer to you.



Eduard 1/48th Scale Yakovlev Yak-3

by Hal Marshman, Sr.

While I realize that the Eduard 1/48th Yak-3 is not a new release, I feel that a kit review might be interesting for those who contemplate building this V.V.S. stalwart.

*Cast in medium gray semi-soft plastic, with no pour marks or other blemishes in visible places. Ultra smooth finish with engraved panel detail. Fuel filler cap and fuel gauges are worthy of note. There is relatively little in the way of surface detail aft of the cockpit or on wing and empennage surfaces because the original airplane featured wooden skinning. Control surfaces show stretched fabric over frame very well.

*Cockpit is well done with separate side panels, two-piece seat, stick, rudder pedals, and cannon cocking device. The floor is cast into the one-piece upper wing half, along with the wing filets. Filet to fuselage seam fit very well and required no filling. The shelf aft of the seat has a radio cast onto it. There are small handwheels for each cockpit side and a "C" shaped gunsight base that accommodates the clear cast gunsight. This interior can be made to look outstanding with little extra effort.

*Landing gear consists of oleo leg, oleo scissors, four wheel halves (not weighted), retracting strut and hydraulic cylinder. Inner and outer gear covers are nicely relief detailed on the inside surfaces. Tail wheel installs into leather style dust cover with separate gear doors.

*Spinner is typical dome over backing plate affair with receptacles cast to receive the separate prop blades, with clockwise rotation. Exhausts are also separate units, which will profit from being drilled out.

*Clear parts provide a three-piece openable canopy, or single-piece canopy if you desire it in a closed position. Also on the clear sprue are an armored glass headrest and the above-mentioned gunsight.

*Decals provide national insignia, patriotic slogans, and stenciling, plus tactical numbers for the two aces' planes catered to. Colors are strong and appear to be well in register. Included in the decal package are Eduard canopy masks. A somewhat complex set of masks is provided for the star marking on the spinner, with a zigzag white line on the decal sheet to outline the star. Looks a little hokey to me, and I elected not to go that route.



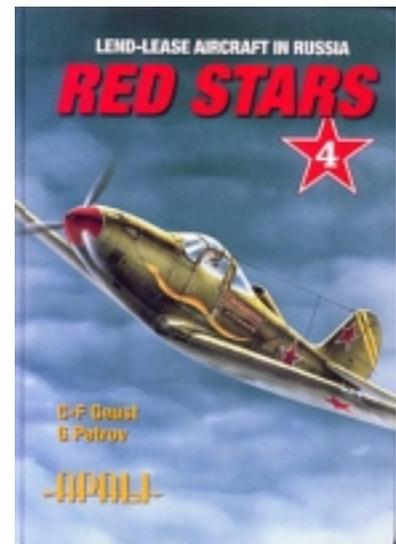
*In addition to the exhausts, machine gun ports need drilling out, and on the star-board side of the engine cowling, there is a vent facing up and to the rear, which really looks neat hollowed out.

Well kids, that's the story. Very fine kit of a pretty enough Russkie bird. The kit is simple and goes together well, in spite of the lack of locating pins. The only problem areas for me were the joint where the nose meets the wing, and the separate cowling top, which was a couple hundredths too long. Filler use was kept to a minimum. Once more, Eduard is to be congratulated. These folks are doing good work, with their quality closely approaching that of the big boys.

Red Stars 4: Lend-Lease Aircraft in Russia by C.-F. Geust & G. Petrov

review by Chris Banyai-Riepl

This latest title in the Red Stars line continues the quality and quantity of the previous volumes, with this one covering Lend-Lease aircraft. Photos fill the first 177 pages of this book, many never before seen in print. The aircraft covered include both British and American types, with the usual P-39s and Hurricanes in good numbers. In addition to these common types are some very interesting and lesser-known subjects, such as the Ablemarle and Vultee V-11.



One aircraft I was pleased to see extensive coverage on was the A-20, as little has been published on this plane in the VVS. In addition to the great photo section, there is comprehensive text outlining the different types flown, including known units that flew the types. Rounding out the book is a nice selection of color profiles illustrating many of the more interesting aircraft. Two of the pages feature the aircraft on the MPD decal sheet reviewed below.

For those who already have the earlier Red Stars volumes, I'm sure you've already ordered this one. For those that haven't picked any up, this is a great one to start with. Since this volume covers Lend-Lease aircraft, there are plenty of available kits out there to build up in Soviet markings. The photos here will definitely whet your appetite for more.

Apali Oy, 2002
 ISBN 952-5026-23-X
 224 pages, hardbound

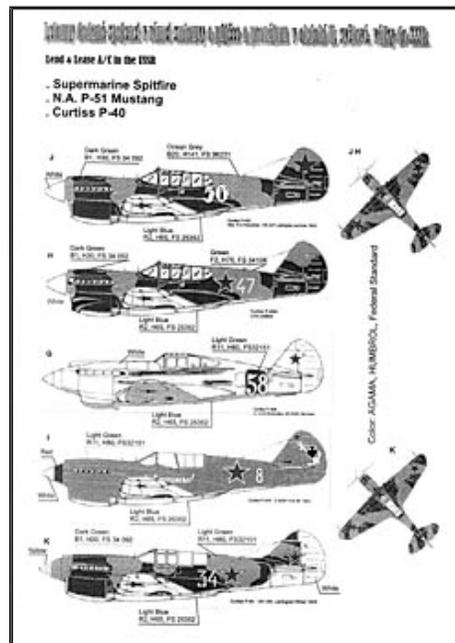
MPD 1/72nd Scale Lend Lease Aircraft in the USSR Decal

by Chris Banyai-Riepl

This latest sheet from MPD provides eleven options for Lend Lease aircraft in the Soviet Union. There are five P-40s, five Spitfires, and a single P-51, all in a variety of camouflage schemes.

Starting with the P-40s, there is a mixed bag here, ranging from a P-40B on through to a P-40N. The P-40B was flown by Lt. A. S. Khobystov of the 20 GIAP in Murmansk, April 1942. It is finished in a white temporary camouflage over light blue, coded white 58. A small string of stars is on the fuselage. Next up is the P-40E, flown by Major Pokryshev of the 154 IAP in Leningrad during the summer of 1942. This plane is finished in gray and dark green over light blue, with a white 50 on the fuselage sides and a scoreboard showing fifteen kills. Third in the P-40 line is a P-40M of an unknown unit. This plane is finished in two shades of green over light blue and is numbered yellow 47. What makes this one unique is the sharkmouth, not a common sight on Soviet P-40s. The P-40N is an interesting one as well, finished in overall light green over light blue. Coded white 8, this plane also

has the Cyrillic phrase "For Safronova" in white on the fuselage, and a black inverted spade superimposed on a white anchor on the tail. This plane was from the 2 GIAP in 1943. The final P-40 is a converted example from an unknown type. The rear deck behind the canopy has been cut back to resemble that of the P-40N. It's camouflaged in light green and dark green over light blue, with a white rudder and coded yellow 34.



For the Spitfires, there is a pair of Mk. Vbs, a pair of Mk.IXes, and a single Mk.IX UTI. One of the Mk.Vbs has been converted into a PR.IV and is finished in overall dark green over sky with a fuselage code of white 01. The second Mk.Vb is camouflaged in RAF colors consisting of dark green and gray over sky. This plane flew with the 57 GIAP at Kuban in 1943 and features an emblem on the tail and a very high number, white 538. Moving to the Mk.IXs, the first one, flying with the 26 GIAP out of Leningrad in 1944-45, is finished in standard RAF camouflage of dark green and gray over sky (*Note: this is not a standard RAF scheme; Sky undersurfaces were not used with grey upper surfaces on any standard Temperate Day Fighter scheme. A more likely*

scheme is Dark Green and Ocean Grey over Medium Sea Grey. – ED). The rudder and vertical fin are white, as is the spinner. This plane also carries the same emblem as white 538, although this plane wears it right behind the canopy. The code of white 78 is behind the emblem on the fuselage. The second example, also from the 36 GIAP at Leningrad in 1945, is the plane flown by Lt. Col. V. A. Matsiyevich and is finished in overall light green on the upper surfaces and sky on the lower surfaces. Like the previous example, the tail and rudder is white, with a blue 2 on the rudder. A large white lightning bolt runs down the length of the fuselage. Finally, the Spitfire Mk.IX UTI, also of the 26 GIAP, is finished in dark green over sky. No other markings are carried other than the standard red stars.

The final option on this sheet is a Mustang Mk. I, finished in dark green and gray over sky. Red stars and the former RAF serial are the only other markings worn by this plane. Like all the other options on this sheet, this one provides a full set of stars, allowing every single one of these options to be built, without having to raid the spares box for extra stars. The registration is spot on and the colors dense and opaque. If you want to build some interesting VVS aircraft, this is a great sheet to get.



Laws of Modeling 101

by Stephen Lawson

This thread is meant to explore and glean information. It is meant to benefit all who seek enlightenment and understanding. The information herein has been gathered by practical application of trial and error. (And lots of it.)

1. Every modeler's desk comes with a black hole beneath it that swallows parts. Only on rare occasions does it see fit to spew one back at you.

- a) Only the highly scratchbuilt parts or ones that have no replacements will fall into this black hole.
- b) The probability of dropping a part is inversely proportional to the size of the part.
- c) The closer the match of a part and the floor, the greater the probability of dropping the part.
- d) A dropped part will bounce to the most inaccessible area of the room. This also allows you to mark the boundaries of your black hole. (Note: A dropped X-acto knife will visit your foot before obeying.)
- e) As soon as you quit looking for the missing part you will probably step on it.

2. The time it takes to build a kit is in direct proportion to the amount of reference material used and often impedes further builds.

- a) The more unbuilt kits you have on the shelves, the fewer kits you actually build.
- b) Unbuilt kits expand to fill available space.
- c) Reference materials expand beyond available space.
- d) The secondary source reference materials (published by non-modelers) add confusion, not clarification.

The solution here is to choose a 'school of thought' from informed sources.

3. No matter what the size of your modeling desk is, 99.9% of all your modeling will be done in the five square inches of the off-center front edge.

4. Dollar for Dollar and Pound Sterling for Pound Sterling the absolute best value is Rosemont Atlee 1/48th scale seated pilot.

5. No matter what your method of sealing your paint bottles, the paint will go bad two days before your intended project.

6. The amount you pay for a new paintbrush is directly proportionate to the probability that you will inadvertently dip it in your coffee or a blob of super glue - or both.

7. Whatever you purchase for your hobby will go on sale a week later.

8. All manufacturers hold their releases until they are absolutely sure that you just spent six months scratch-building your version.

- a) There is **no** such thing as a perfect kit.
- b) Half-built vacuform kits impress people with your skill.
- c) A completed vacuform just looks like another model.

9. There is no substitute for a well-oiled Dremel motor tool.

10. Humbrol paint will always be the best paint in the sorriest container.

11. X-acto scars on your fingers are a given. Learn to live with them.

12. Sooner or later you should buy an airbrush. The simpler the better.

13. Half of the washes you apply will be done on the areas of your paint scheme that are not dry yet. But you'll do it anyway just to be sure.

14. Lacquer thinner odors can be smelled by your family members from the basement through a solid core door.

15. If you find something you like, buy a lifetime supply. Because they'll quit making it just to spite you.

16. The kit instructions may be very interesting, but are irrelevant 95% of the time.

17. Tossing a finished, expensive model kit against the furthest wall in your basement at 90mph is the most sincere form of self-criticism. But it doesn't live up to the acclaimed rush that is supposed to follow.

18. You will **never** get all those models built!

19. The probability of finding an error in a built model increases exponentially after you've entered it in a contest.

- a) The more important the contest the greater the error.

(Reprinted with the author's permission from the Aerodrome forum at www.theaerodrome.com/forum/YaBB.cgi)

AMT 1/25th Scale 1964 Sunbeam Tiger

by Joe Salzburg, CARS in Miniature

This is the old Blueprinter issue kit of the Sunbeam Tiger.

Body: The body is mostly one piece with separate hood, headlight buckets, and front and rear pans. The proportions look fairly accurate from photos I have seen. A personal grievance for me is one I have with the real car, which is well represented on the model. That is the very much too upright windshield. Engraving is good, but could be crisper, for when painted just a couple of light coats some of it, such as the Sunbeam lettering, starts to get lost. Another problem is the hood. It does not fit exactly right, sitting up a bit too high for

the rest of the fenders, cowl, and nose. Separate custom pieces are included, such as fender flares, Targa roof, and a front air dam. These pieces are more Trans Am or SCCA type rather than custom. I contemplated using them because I wanted to do a “weekend racer” SCCA car. However I did not want to ruin the original lines of the car so I passed on them.

Chassis: This is well engraved with some detail in the framework and some bolts, although simplified. Two variations of exhaust are included, a custom exhaust with side pipes, while the other is dual exhaust that looks stock. Suspension is simple, but looks good. Two axles on leaf springs are included, one for lower suspension.

Engine: The Ford 260 is simple but overall looks good. While the carburetor has some detail to it, the air cleaner on top has little. The firewall is too simplified; the engraving is too shallow for the typical parts on it. However, once the engine is placed it does look nice. The radiator has an upper radiator hose.

Interior: This again is simple, but to the kit’s credit, the interior was very stark in the real car, not much to it. Basically you have two bucket seats, with an instrument panel and shifter. The original steering wheel does look very nice once painted. I flocked the interior, and it came out very nice.

Wheels: You are given a choice here; stock skinny black walls with wheel covers, or the custom wheels which look more like off road wheels, especially when mated to the very aggressively wide treaded tires. Here I passed on both and used some aftermarket mini-lites with some serious track rubber.

Overall, the car came out very nice, and looks good. I’ve seen another one built stock and it looked really good that way, too. I went for the amateur racecar hobbyist look, and I think it worked on this car quite well.

Revell 1/24th Scale VW New Beetle with Tuner Version

by Chuck Herrmann, IPMS GTR/
Auto Auto Modelers

Recently I wrote how I was disappointed in Revell’s Datsun 510 Tuner Version kit, in that it did not represent a contemporary example of the street/import. Now comes the VW New Beetle with Tuner Version. This new kit reflects current trends much better. It is a reissue of the earlier Revell-Monogram New Beetle kit that was originally designed and released by Revell AG, their European division. It is a curbside kit, with no engine, minimal chassis and suspension detail but full interior and, in this box, lots of custom parts. All the parts to make a factory stock Beetle are also here, with the extra custom parts thrown in so it is a 2-in-1 kit.



The chassis/floor is one main piece with exhaust and drivetrain molded in. The suspension arms and spindles are separate pieces. There are two sets, one stock and one lowered. A turned and polished metal exhaust tip is included; it looks like the piece included in the Acura kit. The tires are the same as in the factory stock kit, Michelins. Both stock and custom chrome wheels are provided. The custom version has five wide spoke plated wheels. The interior builds up off a platform that sits on the floor of the chassis. The whole assembly is factory stock, the only difference being some stereo speaker

decals and some gaudy orange seat insert decals for the tuner version.

There is a large sheet of decals in the box. The graphics include blue racing stripes for the hood, roof and top of the rear wing. They are not bad, but in my view not quite contemporary enough for the street/import scene. There are some modern tuner contingency decals, in orange to match the suggested blue and orange scheme. These would be more useful in black or white, for use with paint schemes other than the one suggested in the instructions.

Most of the tuner custom parts are body pieces, to represent the bolt on “aero package” that many modern day street customizers add to their cars. There is a rear wing (similar to the Porsche 911 whale tail style, but with some odd scallops on top and sides). There are separate side sills and custom front and rear bumpers. Also there is a wiper cover for the base of the front windshield, something that I have not seen before.

In summary, this is a nice kit by Revell that reflects the styling features of the tuner school of street machines. Some of the choices, such as the wing design and graphics, do not appeal to me but that is a matter of personal taste and easily adapted. Possibly these are more representative of European styling, but they do not look like the tuner style cars I see in magazines or on TV. The earlier Revell Acura kit does. The wheels also are not a commonly seen style, but can be changed. The exhaust tip is an especially nice touch. I would like to have seen some interior changes, such as speaker grilles in plastic and not just decal, but again there are aftermarket pieces readily available. In building the earlier release of this kit, I found the assembly to be a bit tricky, especially the body to chassis attachment. Suspension alignment also needed extra attention, and hopefully the new pieces in this box allow for a lower stance.

Amazing Scientific Tests Reveal: NABBROKE Broke AMS

Look at this poor, typical modeler, totally bogged down agonizing over which of 216 pieces of so-called 'museum-quality' model require replacement with expensive third-party photo-etched and resin-cast parts. Further difficulty selecting paint colors and aftermarket decal sets most closely compatible with schemes in obscure photos and esoteric documentation. Budget shot in process of obtaining same; embossed numbers on credit cards actually completely worn off. Shredded nerves aggravated by sleep deprivation; wife no longer speaks to. Even cat won't come around on rare attempts by modeler to rest on couch.



BEFORE

But now look! Pre-1970 kit re-issue cost ten dollars, has 23 parts; ready in only a few hours to be run around with while making engine noises to amuse wife and cat! Fellow club members envious: model is first completed one to show up during last six months of meetings. No doubt about it: NABBROKE (Nostalgic Aging Baby Boomer Real Old Kit Experience) broke AMS (Advanced Modeler Syndrome).

Do yourself a favor: have a NABBROKE today!

- Scott Kruise

AFTER



Golden Age Stars of IPMS #21

Deborah Kerr, CBE, spent much of her early career playing demure Englishwomen (although she was actually born in Scotland), but she ended up shooting possibly the famous love scene in Hollywood history, a romp in the surf with Burt Lancaster in *From Here to Eternity*. Such versatility could perhaps be expected from an actress who was nominated six times for an Oscar – though she never won one until, like Barbara Stanwyck, she was awarded an honorary “lifetime achievement” Oscar.



Kerr was already a star in Britain, from her multiple roles in *The Life and Death of Colonel Blimp* and a stunning performance as a nun in *Black Narcissus*, before she came to America in 1946. Once in Hollywood, she was mainly consigned to decorative roles until her breakthrough in *From Here to Eternity*. After that, she gathered acclaim in films as varied as *Tea and Sympathy*, *The King and I*, *An Affair to Remember*, and *The Sundowners*. Of her later roles, I've always been impressed by her performance as a governess in the chilling *The Innocents*.

Like Ella Raines, Patricia Neal, and Elyse Knox, Deborah gained entry into the roster of Golden Age Stars of IPMS by marrying a fighter pilot. Tony Bartley was a Spitfire pilot with No. 92 Squadron during the Battle of Britain, who gained his first victories by shooting down a Bf 109 and a Bf 110 during the Dunkirk evacuation. He later commanded No. 111 Squadron in North Africa and ended the war with 12 confirmed victories. After their November 1945 marriage, Bartley emigrated with Deborah to Hollywood, where he eventually became a TV producer. They had two daughters, but drifted apart in later years, and divorced amicably in 1959.

Deborah's 1994 Oscar reads “to an artist of impeccable grace and beauty... whose motion picture career has always stood for perfection, discipline and elegance”. That sums up Deborah Kerr as well as anything.



Is IPMS/USA Dying?

from page 9

8. If you are a former IPMS/USA member, why did you leave and what changes would you like to see for you to come back?
9. What other aspect of IPMS/USA would you like to address, good or bad?

Please e-mail your responses back to tacair@tacair-press.com and I will share your thoughts with the review committee.

Conclusions

Is IPMS/USA dying? Not yet, but the decline in members and chapters is not healthy and now is the time to identify and make those course corrections needed to get the organization growing once again.

When I started this article, I had my own opinions about what was wrong with IPMS/USA. As I mentioned earlier, my

own IPMS chapter was also considering withdrawing from the national organization. After talking with David Morrissette, I have a new found respect for our E-Board and the levels of pain they go through to keep our organization moving. After reporting back to my chapter about the status and direction of IPMS/USA, the chapter has agreed to renew with the national organization for another year. Perhaps some of this insight will be useful to you as well.

I would like to thank David Morrissette for his candor and wish him and the entire E-Board my own thanks for what they endure and accomplish.

[Thanks to Michael, and to Chris Banyai-Reipl of www.internetmodeler.com for permission to use this article. Thanks also to Chris for the use of his reviews on pages 10 and 11. Michael would like to encourage anyone interested to respond to his survey. - ED]

2003 IPMS Seattle Dues Renewal

Well, when people start talking about turkey and Santa, Norm starts thinking about another year coming up. Shortly after that I start to think about the depleted bank account. And that leads to this dues renewal reminder.

You can renew by writing a check for \$24.00 to **IPMS-Seattle** and mailing it to the treasurer, Norm Filer at the address on page two of this newsletter. Or you can bring the form and payment to the December or January meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of my poor interpretation of handwritten address information.

IPMS Seattle 2003 Dues Form

Full Name _____

Mailing Address _____

City _____ State _____ Zip Code _____

Telephone (Area Code) (____) _____

E-mail address (optional) _____

Meeting Reminder

December 14 **10 AM - 1 PM**

Bring goodies to eat and drink!

**North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue**

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

