



Seattle Chapter IPMS/USA
February 2003

PREZNOTES



Here we are, three weeks into the New Year and I have not (as yet) broken my New Year resolution to not start anything new - and to finish only those half-built projects that occupy space on the new workbench. I am hard at work on my F-89s and so far they seem to be proceeding quite nicely. Unfortunately, there are dark clouds on the horizon. After I finish the F-89s I am going to be working on my Grumman Skyrocket that I don't expect to be a difficult project (more about that shortly), but after that it's back to the Tora³ Val. Arrggghh. For those that may not be familiar with my project, I am taking an obscure vacuform kit of a Vultee BT-13 and converting it into a "Hollywood" Val. The problem with the kit is that the best part of it is the plan view drawings! The vacuform bits of plastic are, putting it mildly, (expletive deleted)! I have been wrestling with it for almost two years now but for some reason it doesn't seem to get lost. What is even worse is that after the Val is completed the next project is my Lunar Models *SSRN Seaview*. It's also a vacuform kit (with resin bits), but it makes Airmodel vacuforms look like Tamiya kits by comparison. Ewww. It's also 32" long, which makes the problems it has seem very large. I think the purchase of a bench grinder or disc sander may be in order...

One of my next projects will be a Grumman Skyrocket, to be painted in Blackhawk colors. I discovered a painting by our own John Amendola of the aircraft and just had to model it. The color scheme is red wings and tail surfaces with natural metal fuselage and engine nacelles. For some time I was somewhat leery of painting this model because of its very bright and shiny color scheme. However, I just tried Alclad II on my F-89s and I am very impressed with the finish, so I do not fear any aspect of the Blackhawk color scheme any more. Most of the models I completed with a natural metal finish over the last few years have been accomplished with SnJ paints. I really like the finish SnJ gives to my models, but it requires a lot of prep work and planning before painting. It's also a

finish that is somewhat fragile and it can't take a lot of handling. Now don't get me wrong. I really like SnJ. It's the best metal finish I have ever used. Until now. I was very impressed with how easy the Alclad was to use. The instructions are very straightforward and give recommendations on types of primers to use for the various shades available and what pressure to spray from your airbrush. It recommends lightly sanding the primer (SnJ works best on bare plastic, Alclad on primed plastic), before application of color and the only problem I encountered was here - that after sanding I didn't clean the model well enough and in a few spots I had some bits of sanding residue and dust bits that show up **real** well with the aluminum finish. It took me one evening to paint both F-89s I'm working on. I was able to mask various panels (with masking tape!) almost immediately after spraying and I used different shades of aluminum to make the finish a little more realistic. I still am in a bit of an "SnJ" handling mode so I'm using more care whilst handling the model than I really need to. It's definitely the easiest natural metal finish I have used and I can't recommend it highly enough.

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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 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 2003 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 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.

February 8	March 8
April 19 (Spring Show at Renton Community Center, 1715 Maple Valley Highway, Renton)	May 10

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A Tale of Two Scales or Building An Instant Spares Box for Under \$10

by John Greer

Far beneath the Earth, in a secluded corner of the deepest dungeon under the castle (read that as "in the crawl space under the house") lie three large cardboard boxes. They are hermetically sealed and wrapped with that most ubiquitous of the devil's tools – duct tape. When you approach them, if you listen very carefully, you can hear tiny sounds – not weak sounds, just tiny. In fact, about 1/72nd scale tiny. As your ears become attuned to these sounds, you might make out the snarl of a DB 601, the throaty roar of an R-2800, or the snap, crackle (yes, and even pop) of an idling Merlin. Perhaps you can hear the buzz saw of an MG 151, the roar of eight .50s, or the scream of a predatory bird diving on its prey.

OK, enough of waxing literary. A number of years ago, I switched from 1/72nd scale to 1/48th. I had a rather large collection of completed 1/72nd scale models, and as I built more and more 1/48th scale kits, I had to pack away the smaller ones to make more room in my display case. And there they have sat for many years.

Recently, I got to thinking, "What a waste!" I know that I will never have room to display them again, so why not see if they can be of use to those modelers with good eyesight, who still work in the infernal tiny scale. So here's the deal – I'm going to bring the entire collection to the February IPMS Seattle meeting. They are all WW2, 1/72nd scale, and I'm going to sell them for \$.50 an engine. Thus a Mustang will be fifty cents, a Mosquito \$1, a B-24 \$2 – you get the idea. Just imagine all the props, engines, canopies, wheels, under-carriage legs, etc., that you can get for peanuts.

Now, I know many of you have extensive spares boxes, with a multitude of parts, but perhaps many of you don't. Here's your chance to build one. Or perhaps you'll see an out-of-production model that you can clean up and build to today's standards.

Now honestly, I don't know if this is a good idea or not – I can't recall it being tried before – but what the hay!

Ted Holowchuk Estate Sale at February Meeting

by Norm Filer

At the February IPMS Seattle meeting, and at some of the following meetings, some of the late Ted Holowchuk's extensive collection will be offered for sale. At this point, we really don't know what specific stuff will be sold, since there is so much still to be sorted and estimated for a fair price. I suspect that we will start mostly with some of the books, but that is not a sure thing yet.

2003 IPMS Seattle Meeting Schedule

Here are the remaining dates for this year's IPMS Seattle meetings. All meetings are at the North Bellevue Community/Senior Center, with the exception of the April 19 Spring Show. Clip and save in your wallet:

IPMS Seattle 2003 Meeting Dates

February 8
March 8
April 19 (Spring Show at Renton
Community Center, 1715 Maple Valley
Highway, Renton)
May 10
June 14
July 12
August 9
September 13
October 11
November 8
December 13

IPMS Seattle Spring Show Special Awards

Here's an updated list of Special Awards for the IPMS Seattle Spring Show. You still have time to build something by April 19! See next month's issue for full details on the Spring Show, or check out the web site at <http://www.ipms-seattle.org>.

Best British Subject sponsored by Robert Allen, Keith Laird, & Andrew Birkbeck

Best Canadian Subject sponsored by Jim Schubert

Best Civil Auto/Motorcycle sponsored by Jon Fincher

Best Finish/Ted Holowchuk Award sponsored by IPMS Seattle (tentative)

Best Floatplane sponsored by Bob Dempster/Douglas World Cruiser Foundation

Best Italian Subject sponsored by Emil Minerich/Skyway Model Shop

Best Red Airplane sponsored by Chris Banyai-Riepl/Internet Modeler

Best Small Air Forces sponsored by Will Perry & Stephen Tontoni

Best WWII Pacific Theatre sponsored by Tracy White

NABBROKE Award sponsored by Scott Kruize & Ken Murphy

NOTE NABBROKE stands for "Nostalgic Aging Baby Boomer Real Old Kit

Experience" and will be awarded for the best kit no newer than 1970 built as issued, that is, "Out-of-the-box" with no aftermarket parts/markings, kitbashing, or work to correct kit flaws. Must have brief description (index card) of building experience, then and now.

Academy 1/72nd Scale Junkers Ju 87G-1 Stuka

by Stephen Tontoni

I didn't quite know what to expect when I heard that the Stuka was being issued by Academy. I knew that Italeri had a 1/72nd kit, as did Fujimi. Revell's was quite nice as well. This one came from out of nowhere, as far as I was concerned. When I was offered it, I decided to gamble that it was a new issue. The rumor started immediately on news of its hitting the market, or even a bit before that, that this is the Hobbycraft Ju 87. Hobbycraft, however, never actually released a 1/72nd scale Ju 87. As the story unfolds, and this is still hearsay but from fairly good sources, Hobbycraft was getting ready to release their Ju 87 but didn't.

Rather, Academy acquired the molds and released the kit themselves. Academy masters do the molds for new Hobbycraft stuff anyway, so that's not much of a reach. In any case, this issue is one that we Regular Joe Modelers have never seen before.

The level of molding is just exquisite. There are really clean recessed panel lines, flush rivets and access panels all over the place. There is a good level of detail molded into the fuselage halves without causing any deformation on the exterior. I really looked for sink marks and ejector pin marks; the only ones I could find at all were on the tail struts. The rest of the molding is exceptionally clean and flash free. Academy has done even more; they decided to save us the headache of drilling out the barrels of the 37mm cannon. In the molding process, they must have had an extra pin assembly which lined up with the gun barrels. After injecting the styrene, that assembly was extricated from the muzzle brakes, leaving perfect holes. You can tell that was how it was done as there are matching holes in the sprue where those pins must have lain. I can't think of another 1/72nd kit that has attempted such a trick.

I read Chris Bucholtz' article on building a 1/72nd scale F4F Wildcat, in which he sprayed black up on the fuselage half, then interior color down, to create shadows. I tried to emulate his technique and I have to say that is very effective and simple! I shot Floquil Grimy Black on all the interiors, then Floquil Interior Gray Green down at an acute angle. After that had dried some, I drybrushed a lightened interior gray green on some of the raised surfaces. Lastly, I picked out details with a fine brush and various colors. I used the kit decal for the instrument panel, and am very pleased with how it looks. I used Solvaset to get the decal to lay down in the raised and recessed detail on the instrument panel, then used thinned Dull-Cote flowed between the dials to mute the panel and bring the dials out. I'm quite happy with that. Somewhere in the process, I lost the rear seat, so I had to build one from brass and wire. I attached Eduard PE pre-colored



seat harnesses and I was ready to zip up the fuselage. This whole process so far only took a couple hours at most.

I had to drill out a few holes to take the 37mm cannon, then was ready to assemble the wings and attach them. I used Tenax7R throughout this process. Everything fit beautifully; I didn't need to do any filling at all except under the fuselage in one spot. The wing-fuselage joint is flawless. I then slapped on the horizontal stabilizers and landing gear; it didn't take too long before I was ready to paint.

I tried a new painting technique; the look that I was trying to capture would have been a Russian front aircraft that had been whitewashed, but where most of the white



had worn off. I was trying to achieve something that would look like Spring 1943.

I first sprayed Floquil German Light Blue (65) all over to look for any problems. Satisfied that the surface was good; I masked the blue, then shot German Dark Green over the top surfaces. Using Tamiya masking tape and regular masking tape, I masked a splinter scheme, then shot German Black Green. I next shot Testor's Gloss-Cote to begin the decal phase. I applied kit decals throughout (except the swastika which was not provided in any form in the kit) to depict Rudel's Stuka. After decalling, I sealed them in by spraying Gloss-Cote again. Now, over the gloss, I shot a thinned dusting of Floquil Reefer White on all the top surfaces, keeping it very light on the insignias. In some places, the white hit the blue areas as well, but that's okay; they would have done that on the real thing as well. That very afternoon, I used Novus 2 to polish away most of the white. I cleaned up some areas better than others, trying for a random appearance. After that had dried a day or two, I shot Testor's Dull-Cote to seal the whole thing in. I now had achieved the look I was trying to get.

I like this kit a lot and had a great time building it. It is my understanding that Hobbycraft was planning on doing many variants of the Ju 87 all the way back to the Ju 87A. I will happily buy them as they become available.

Now for the bad news; the dimensions of the kit are somewhat doubtful. The nose is quite a bit shorter than the Fujimi nose, and doesn't match drawings either. I think this is a great opportunity for the aftermarket resin people to jump in and deliver a great product. I'd happily buy them too!

Roden 1/72nd Scale Antonov An-12BK

by Chris Banyai-Riepl

Oleg Constantinovich Antonov started out designing gliders at Tushino in the 1930s, then moved to powered aircraft with the Yakovlev OKB in the early 1940s. In 1946 Antonov branched out on his own, starting his own design bureau based in Kiev, where he quickly became known for building multi-purpose transport planes. Turboprops were the powerplants of choice for the aircraft of Antonov, providing a great balance between power, range, and fuel consumption. The largest turboprop transport in the world comes from Antonov, the An-22 Antheus, as well as the largest cargo aircraft period, the six-engined An-225, capable of carrying the Buran space shuttle.

Probably the most successful turboprop design for Antonov, though, would have to be the An-12. This four-engined transport first flew in 1958 and quickly found its way into military usage with the Soviet Air Force. In 1966, the plane entered international commercial service with Aeroflot. In addition to Soviet service, the An-12 became the cargo aircraft of choice for many countries around the world. Sized similarly to the C-130, the An-12 can carry over 44,000lbs and fly 2,100 miles. The type is still in widespread use, with many Eastern European cargo companies employing the type.

This is one large model, with a length of over a foot and a half and a wingspan approaching two feet. In addition to the impressive size, this kit comes with quite a bit of detail in the box, with a complete cockpit and cargo hold, separate cargo doors, loading ramps, and optional tail pieces. The parts are molded in a light gray plastic and feature recessed panel lines throughout. There is some flash on the parts, but nothing that cannot be cured with some careful trimming and light sanding. Two decal sheets provide a total

of four choices, and I'm sure that it will not be too long before we see some aftermarket sets for some of the more colorful cargo operators.

The fuselage is in several pieces, most likely to fit the large airframe into Roden's injection-molding equipment. The very end of the tail is molded separately, with optional pieces for either the faired in version or the original tail turret. The cockpit section comes with a floor, instrument panel with decal instruments, control sticks, and five seats. Moving back to the cargo hold, this comes with a separate floor and ceiling, as well as rows of seats and bulkheads. All that is missing is cargo, and with the current operators out there, you could put just about anything inside.

The wings are split into upper and lower halves and capture that unique look of the An-12 with its downward-angled outer panels. The engine nacelles are separate and are made up from no less than nine pieces. The large propellers have their blades molded separately, fitting into a two-piece hub. The landing gear is also well detailed, with separate oleo scissors on the main gear legs. All of this goes quite a ways to providing a nice-looking model when finished.

With that said, some notes on the construction are in order. This is definitely not a quick builder. A simple dry-run shows that the fuselage will need some very careful gluing and probably some additional stiffeners along the seams, as the plastic is thin and there is some warpage. The mating between the forward and aft fuselage sections is also a cause for concern, as there is not much in the way of contact area to glue to two together. This is one area that will definitely need some sort of stiffening up, as the completed aft section is going to be a bit heavy. On the positive side, the wing-fuselage joint is very well done, with a two-direction tab providing a very positive joint. Not only will this result in a strong joint, but alignment is also no problem. The short

version is take your time, test fit everything, and don't hesitate to add reinforcement if you think it's needed.

And now on to the decals. This is one shining area of this kit. The two decal sheets are roughly 8 inches square and are very well printed. Registration on both sheets is spot on, and the decals are quite thin. The four choices include two Aeroflot examples, one Ukrainian Cargo Airways, and one from Volare Aircompany. The first Aeroflot example dates back to the early 1960s and features the Soviet flag on the tail and wings on the nose. The Aeroflot titles are small on the nose. The second Aeroflot example is from the early 1980s and has a smaller flag, larger Aeroflot titles, and no wings on the nose. Both are finished with a white top and gray belly and have a blue cheatline.

Similarly finished to the Aeroflot examples is the Ukrainian Cargo Airways. The UCA logo is on the tail, and Ukrainian Cargo Airways titles are on the forward fuselage. This plane dates from 2001 and was one of the support aircraft for the Paris-Dakar rally, as seen by an emblem on the forward fuselage. The second Ukrainian example from Volare is the most colorful of the bunch. The back half of the fuselage is painted a medium blue, separated diagonally by a lighter blue line. The Volare logo is on the tail, and small Volare Aircompany titles are on the forward fuselage. The decal sheet also includes markings for inside the cargo bay, as well as several styles of antiglare panels.

While this kit will take a bit more work than some, the result will be quite impressive. With the many cargo companies flying these types today, there are plenty of interesting examples out there, in addition to the four provided in the instructions. Check <http://www.airliners.net/> for inspiration, and go out and pick up one or two of these kits.

[Thanks to Chris and www.internetmodeler.com for permission to use his An-12BK and Jim's SPAD articles. - ED]

Special Hobby 1/48th Scale Spad VII.C.1 "French and Italian Aces"

by Jim Schubert

When wealthy French industrialist Armand Deperdussin began manufacturing airplanes shortly before WWI he named his company Societe' Provisoire des Aeroplanes Deperdussin. Although this was abbreviated "S.P.A.D." the airplanes were called "Deperdussins". The best-known Deperdussins were a string of successful landplane and seaplane racers with monocoque fuselages of wood



vener. In 1914 Monsieur Deperdussin became involved in several big scandals that threatened the financial stability of France, and was arrested. He was let off - as big buck white-collar criminals usually are - but he was tainted and, by extension, so was his airplane company. The directors of S.P.A.D. needed a credible new leader for the firm. They selected aviation pioneer and airplane manufacturer Louis Bleriot to head up the restructured S.P.A.D. and bought out Deperdussin's interests. Even though the airplanes were never previously called "Spads", the directors created a contorted new name designed to preserve the abbreviation S.P.A.D. - Societe' Anonyme pour l' Aviation et des Derives, and their airplanes were now called "Spads".

The first Spads, models A.2 through A.4, were unusual fighters, which carried a machine gunner and his weapon in a "pulpit" mounted in front (!) of the tractor-mounted propeller. The first Spad that actually looked like the Spads that we know was the S.V, the one-off prototype for their first conventional biplane fighter the S.VII, which is the subject of this review. I should mention that the convention in referring to Spads appears to wander all over the place from, for example, S.P.A.D. VII, to Spad VII, to Spad 7, and to S.7 and S.VII. Pick one that you like.

Engineer Louis Bechereau, Spad's chief designer, chose the aero-engine derivative of a Hispano-Suiza ("Hisso") automobile

engine designed by Swiss engineer Marc Birkigt to power the new S.V. This was the model 8Aa, 150 hp water cooled, vee-8. The S.V first flew in April 1916 and, following a brief development program, deliveries of the initial S.VII.C.1's began in August 1916. Early in 1917 the up-graded Hisso model

8Ab of 180 hp was introduced on the S.VII. By the time the S.XIII replaced the S.VII in production in the spring of 1917, a total of over 5,500 S.VII's had been built by S.P.A.D. and Bleriot in France, by Mann-Egerton in the UK, and by DUKS in Russia.

The S.VII's main shortcomings were that it had only one .303 caliber Vickers machine gun and was plagued with engine cooling problems and weak engine mounts. In spite of these problems it was well liked because it was fast and strong and could be dived with wild abandon with no fear of the wings either coming off or coming apart, which was a comfort to the pilot in the confused melee of a dogfight.

Although it looks like a two-bay biplane, the airplane is actually a single bay biplane. The intermediate “interplane struts” are actually only stay struts to damp vibration in the very closely spaced flying wires, which vibration would otherwise occur due to the aerodynamic disturbance the wires caused to one another. On many Spads the flying wires were also wrapped with tape to further reduce this vibratory tendency. In most other biplane designs double flying wires have two to four inches of separation. The Spad’s landing wires were single and thus were not affected by this problem.

The well-established Czech tradition of putting their kits in pre-crushed, flimsy, end-opening boxes is continued by this latest release from Special Hobby. This box has a very nice rendering of one of Georges Guynemer’s (Ghee-nuh-may) famous *Vieux Charles (Old Charles)*, s/n S115, on its front and back sides. Another, later, *Vieux Charles Spad VII*, s/n S.254, survives beautifully restored in the Musee’ de l’Air at Le Bourget in Paris. The artist here, however, renders the fore part of the fuselage a pale grey rather than the light yellow metal lacquer actually used. This metal lacquer was just a bit darker than the light yellow dope used on most of the rest of the airplane - check your references.

The kit comprises 37 parts cleanly injection-molded in a medium grey styrene with no sink marks or warpage, 10 off-white resin detail parts, including the fuselage interior, 12 photo-etched brass detail parts, four vacuformed clear windscreens - in two styles, one decal sheet, and an eight page folder of well illustrated instructions. The instruction sheet does not adequately address rigging but the builder can figure out the rigging by referring to the box art.

Engineering of the kit is conventional with a one-piece top wing, and one-piece, left and right, lower wing panels that butt-joint to the fuselage roots at the production joint on the full size airplane. This butt joint is the least satisfactory element of the kit’s engineering. You really should use

pieces of metal rod or tubing to reinforce these butt joints. The kit designer has done nothing clever to assure proper alignment of the wings or landing gear. Guys - if you want to sell biplane kits in quantity to a larger market, you’ve got to make assembly and alignment easier for the average casual builder. Take a look at what DML/Dragon did with their Spad XIII - or better yet, take a look at what Monogram did with their series of 1/72nd scale biplanes way back in 1968.

The instructions provide a brief history in Czech, English, German, and French, a parts map, a 10-step assembly sequence, and color/markings guides for three airplanes: Guynemer’s already mentioned *Vieux Charles*; Maxime Lenoir’s (Lehnwahr) *Trompe La Morte (Daredevil)*; and Fulco Ruffo di Calabria’s plane in Italian markings with a skull and crossbones painted over the fuselage insignia roundel.

The kit is quite accurate, matching Ian Stair’s drawings, noted in the references below, quite well. One significant detail is, however, omitted; the S.VII had two fuel lines and a coolant line that passed from the fuselage to the gravity feed fuel tank and to the radiator header tank in the center section of the top wing, which lines were usually enclosed in a streamlined fairing that looks rather like a large strut to the left of center next to the gun. This is the only missing detail that I noted. This fairing was often removed in the field - check your references for the particular subject that you are modeling.

The Special Hobby S.VII is on a par with the well-known DML/Dragon S.XIII. Each has some features that are better than the other, but both will build into accurate representations of what they purport to be. The Special Hobby kit has no locating tabs for the fuselage halves or any other parts, but its decal sheet is better printed in more accurate colors than the sheet in the DML/Dragon kit and offers markings for three different airplanes whereas DML/Dragon offer markings for only one airplane. Kudos to Special Hobby for doing this kit.

Please sirs - may we have some more WWI subjects in addition to your recently released Sopwith Tabloid and Lloyd C.V?

This kit has also been released with markings other than those described here. I have not seen this other release.

I bought the review kit from Emil Meinrich’s Skyway Model Shop in Seattle for \$27 plus sales tax.

References

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- o *Spad Fighters In Action*, No. 93: John F. Connors, Squadron Signal Publications, Texas, 1989, ISBN: 0-89747-217-9.
- o *Scale Models Magazine* - May 1980: “Spads On The Western Front - Part 1”, Neil Robinson, UK.
- o *Scale Models Magazine* - June 1982: Excellent drawings of Spad VII by Ian R. Stair. If you’re going to build a Spad VII, these drawings are your best single reference.
- o Arco-Aircam Series - No. 9, *Spad Scouts, S.VII - S.XIII*: J. M. Bruce, Arco & Osprey Publishing, New York & London, 1969, ISBN: 668-02110-1.

NB: There is - alas - no DataFile on the S.VII (yet?) from Albatros Productions, Ltd. How about it Ray Rimell?

As usual, I will also ask if readers know of any other “Must Have” references on the Spad VII?

Tamiya 1/48th Scale P-47D Thunderbolt “Razorback”

by Hal Marshman, Sr.

I’ve seen articles on the net questioning the need for another razorback Jug. Well friends, buy and build one, and if you’ve experienced any of the other kits on the market, you should immediately realize why this kit is so welcome.

* Casting: The kit is cast in medium gray semi-soft plastic, with impeccably executed etched-in surface detail. Regrettably, the inner gear door and lower outer gear covers show pin release marks on their inner surfaces, and it is almost impossible to deal with these and still retain the fine surface detail cast into these parts. These are the only blemishes I found. Be aware that removal from the sprues should be done very carefully, as some of the attachment points are too heavy. Tamiya didn’t do too good a job representing the excess gasses waste gate, just ahead of and below the leading edge of the wing root. It just isn’t right. As far as the casting is concerned, these are about the only items I could find fault with.

* Clear parts: Just about perfect, including sliding canopy, windscreen, landing light lens, wingtip navigation light lenses, and three different reflector gunsights, along with armored glass panel.

* The engine is an excellent reproduction of the P & W R-2800, with separate gear housing, and magnetos. Tamiya gives you two different styles of magnetos. The intercooler and oil cooler ducting is well represented. The cooling gills are separate parts, and you are given both open and closed gills.

* The interior is a separate model unto itself. Included are very well detailed floor, side walls, rudder pedals, joy stick, instrument panel, seat, seat rails, and rear bulkhead. As said, all interior parts are

beautifully cast with much detail abounding. If pressed, I might say that you could go a step or two further with addition of trim tab control wheel, and tailwheel lock and release, but this is gilding a gorgeous lily. Seatbelts are represented on the decal sheet. You are supplied with two different coaming covers for the area just forward of the instrument panel.



* The main gear are very well done, with the only detraction being the release pin marks already mentioned. The main wheels are represented by a solid wheel with shallowly etched tread, and the wheel centers separate. There are two sets of wheel centers, capped and spoked. Tailwheel is again very well done.

* The decal sheet is very comprehensive with markings for two well-known aces’ birds, Frank Klibbe’s *Little Chief* and Bud Mahurin’s *Spirit of Atlantic City N.J.* Now comes the rub. Mahurin’s bird cannot be built authentically out of the box. The cooling gills provided in the kit represent a D-15 bird or newer. Mahurin’s plane was a D-10, with cooling gills the same width all the way to the bottom. If you want to do the work, the cooling gills from Hasegawa’s *Daring Dottie III* can be adapted, but having done it, I must warn you that ain’t easy. (By the way, that’s *Daring Dottie*, not *Darling Dottie* as represented.) I just can’t figure out how a company such as Tamiya with all their research capabilities could make so glaring an error.

* Additional accessories include a 200 gallon drop tank, two 105 gallon pressed paper drop tanks, two 500 lb. bombs, and two 3.5” rocket launcher sets.

All in all, my opinion is that this is the finest razorback T-bolt kit on the market, bar none, regardless of scale. The inclusion of a DF loop and housing, two

coaming covers, separate intercooler exhaust louvers, three gunsights, and the manner in which many components are cast suggest that the Jug version provided here will not be the only one from Tamiya. Hope against hope, maybe we’ll eventually see a “C” or even possibly a “B”.

Jug for milk bottle or Jug for juggernaut, who cares just as long as it’s a Jug!

Leading Edge Decal Tip

by Keith Laird

Here is a modeling tip from Leading Edge models. One of our members had one Dave’s decals shatter on him. I discussed this with Dave and he sent along this information.

The backing paper that decals are on is blotting paper. He recommends using hot water when removing his decals from the backing paper. The blotting paper absorbs water faster than the decal film and cool water does not soften the decal film so it can expand. The hot water will allow even expansion. He said this is really important with larger decals and decals that are very long.

Heritage Aviation 1/48th Scale FMA IA-58 Pucara

by Terry D. Moore

Patience has its rewards. Twenty years ago I wanted to model the Pucara that was captured and tested by the British, after the Falklands/Malvinas conflict. Repaired, repainted in somewhat bogus colors, with RAF roundels. What (in my mind) could be more natural? Unfortunately, all there was to work with kit-wise was the Puky kit (very appropriate name for the quality of the kit) and Rareplanes vacuform that was not in the scale I was modeling at the time. I collected references, filed them away and waited.



I just picked up the latest kit for my collection: the Heritage Aviation 1/48th scale Pucara kit. It is molded in a butter-scotch color resin, with white metal landing gear, props, and fiddly bits, along with a very small fret of photo etch parts for the ejection seat handles, two sets of vacuform canopies, decals, and a multi-paged, detailed history of the aircraft.

The resin parts are very well cast, with only one small pinhole on one part on my example. There is no warpage to the parts either. The challenge with the resin is that there are positively **huge** molding gates on every resin part. The instructions recom-

mend using a razor saw to remove the gates, but I think a belt sander would be easier! With the big gates, I could not test fit parts so I can't yet say how the parts fit together, but from the looks of the parts and the quality of the castings, I don't think the model will require copious amounts of putty. Landing gear and some of the bits are cast in white metal and appear to be usable, although the spindly gear legs could probably use some added detail. The metal props are cast as individual blades and spinners so care will have to be taken to assemble them. The kit is blessed with two vacuform canopies and clear parts so if you screw up the first one, you will know to take care with the second! The decals appear to have been

printed on a newspaper press at roughly an 85-line screen - very coarse. I would suggest replacing the Argentine roundels with something from the spares box although the black markings are usable.

The instructions are text only, without any exploded view drawings or parts locators. The only drawing enclosed is a profile of the very colorful 25th anniver-

sary color scheme, with the Argentine colors corkscrewing around the fuselage.

An added bonus is a multi-page history of the aircraft, giving details on its variants, its combat use and more. The biggest problem with the

kit instructions and history is that they are printed very poorly, on the samples I looked at and the one I purchased, it appeared that the printer used was running out of ink!



Being the mixed media kit it is, it'll present a challenge to a less experienced modeler. But, it is a Pucara, a kit that Tamiya isn't going to produce anytime soon and with all the 109s, P-47s, and F-16 kits showing up at the local hobby emporium, this is a pleasant change.

I got mine at Skyway Hobby - he has several (\$89), but it's also available from Heritage on the web at:

www.heritageaviationmodels.com.

[Any company that uses a TSR.2 as its logo is allright by me! - ED]



Orange House Models 1/20th Scale March-Ford 761

by Mike Quan, IPMS North
Central Texas

“The Monza Gorilla!” - A very memorable appellation given to one of the more colorful characters to start from the Formula One grids of the mid-seventies. Exciting to watch, fearless behind the wheel, and colorful outside of a Formula One car, Vittorio Brambilla was a fiery Italian driver who, unfortunately, only won one Grand Prix in his career, the rain-shortened 1975 Austrian Grand Prix. The instantly recognizable, bright orange livery of the Beta Tools sponsored machine driven by Brambilla is but one subject of the newly released offering from Orange House Models of Brazil.

The March-Ford 761 was a racer from the memorable Ford DFV “kit car” era of Formula One – so named because with the power, competitiveness, and availability of the 3-liter displacement Ford DFV V-8, many grid entries were fielded by chassis manufacturers powered by the DFV. The innovative March team was no exception, and their distinctive nose styling was a

feature of March formula cars of that era from Formula Atlantic to Formula One.

This multi-media kit is a new entry from this Brazilian manufacturer, although the boxing, casting, and instruction sheet style is familiar to those who have purchased AMD and Wolf Models resin Formula One kits. This is actually a relatively complex kit considering the simple nature of the original prototype. There are three resin pieces, 104 white metal castings including the distinctive March six-spoke wheels, two lengths of copper/brass tubing, eight machined aluminum intake trumpets, 18 photo-etched brass parts on one fret, four rubber tires, a 1” x 3” plastic styrene sheet, a 1” x 3” clear acrylic sheet for the windshield, and three sheets of decals with the markings for five different racers of that era. Choosing the particular car to be modeled might be the most difficult choice for most modelers. The comprehensive instructions provide for all the detail differences for modeling either the Hans Stuck, Lella Lombardi, or Vittorio Brambilla machines at the 1976 Brazilian GP, or Ronnie Peterson’s car at the 1976 Long Beach or South African GPs.

Assembly is fairly straightforward if you follow the nice instructions, which include step-by-step painting instructions. The only items needed to complete assembly



Ronnie Peterson’s March 761, in patriotic Swedish colors, another decal option included.

are cords for the ignition wiring, and seatbelt webbing material. Full sized templates are provided for the items that must be scratchbuilt, which is very helpful.

To top all this off there is a CD-ROM included with this kit that has full color illustrations of all model marking variations (both kit and prototype) and further instructions. The CD-ROM information is helpful and an added plus when building this model. No troubles were encountered



The Orange House March 761 built in all five liveries included in the kit.

when playing this CD in a number of different machines.

Significant as a representation of one of the more colorful periods of Formula One racers, the initial release from Orange House Models is welcome and a solid value when one considers the addition of five marking choices and CD-ROM to the kit content. The retail price is \$135 from Hapico Models in California. I can recommend this to all Formula One fans.

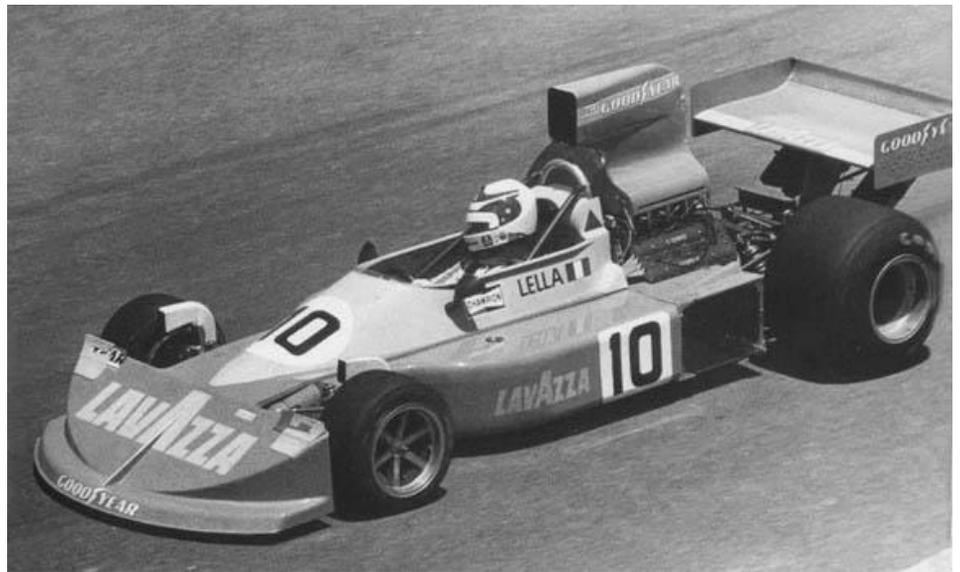
Top right: Italy's Lella Lombardi at speed during the 1976 Brazilian GP, one of the specific decal options provided in the kit.

Lombardi would finish 14th.

Although there have been several other successful female drivers in rally cars and dragsters,

Lombardi had the finest career of any post-war woman road racer.

She remains the only woman to score points in the Formula One World Championship, and the only woman to race in both F1 and NASCAR Winston Cup. Her two victories in major sports car races at Pergusa and Vallelunga in 1979 are among the most significant wins ever achieved by a female driver. Lombardi died of cancer in 1992.



Two March 761s at Long Beach, 1976; Vittorio Brambilla (#9), and Hans Stuck (#34). Both would eventually retire from the race via minor accidents.

IPMS Seattle Snapshots: Da Boyz From Ill-a-noiz

by Andrew Birkbeck

This month's IPMS Seattle Bio installment covers three gentlemen who once lived within a mile of each other in Illinois, two of whom lived within two blocks of one another, and yet never met until they turned up at IPMS Seattle.

William Beverly Johnson (as in Beverly Shensone, a Canadian aerodynamicist who was very influential in the wing design of the Spitfire) was born on February 24, 1929, in Chicago, Illinois. He lived in Dolton, the "South Side" of Chicago, where he attended William H Ray Grammar School for 8 years, and then moved on to Hyde Park High School, where he won a Letter in Track. He left school at the request of his Grade Adviser at age 16! He joined the U.S. Army in March of 1945, receiving his Basic Training at Camp Lee, Virginia. In July that year, he shipped out of Camp Kilmer, N.J. bound, he thought, for Occupation Duty in Europe.

However, even Bill realized that you didn't get to Europe via the Panama Canal, and he and his traveling buddies soon found themselves headed to invade the Japanese Home Islands. However, Bill's desperate prayers were soon answered, and the Japanese surrendered before Bill had to go ashore into a hail of speeding hot lead. Instead, his transport was diverted to Manila, in the Philippines, and Bill settled down to two plus years of steamy occupation duty. After serving his time in the Philippines, Bill headed via sea and air to land Stateside in San Francisco, where he caught a train for Chicago.

Upon his return to civilian life, Bill studied and passed his G.E.D. and graduated Class of 1948 from Hyde Park H.S. He found employment on Civie Street, but also joined the Army Reserves. Surely, thought Bill, after two World Wars, the world had

had enough of killing? Silly Bill... In October 1950, he was recalled to the Army for the Korean War, stationed at Ft. Eustas, Virginia in Headquarters "T" School for two plus years as a Supply Sergeant. He was discharged in late 1952, whereupon he joined the Acme Steel Company in Chicago, working in their Engineering Research Laboratory.



It was a short time later that Bill met, and fell in love with his future wife, Frances. They were married in April 1956, having three wonderful "children", William, Jennifer, and James, all in their early-to-mid 40s as this goes to press. Shortly after marrying Frances, Bill joined Danly Machine Corporation, manufacturers of huge industrial presses for the automobile industry. He worked in their Plant Engineering Dept. for 25 years. The family firm was sold to an investment firm, and heavy layoffs soon ensued, and Bill joined the exodus. Bill ended up in charge of 58 people at the Museum of History and Industry, Chicago, as Exhibit Shop Manager. Bill enjoyed playing with "real toys", such as U-505! Bill retired in May of 1991, and emigrated to Washington State, where one of his children was living at the time.

Bill began his modeling endeavors in the mid 1930s, building Comet solid models, at 10 cents each! Comet kits, for us younger generation modelers, consisted of a block of wood from which to carve the fuselage, bamboo to split off pieces for the rigging, etc. As he grew a little older as a child, Bill graduated to flying models. Pre-WW2, these consisted of balsa wooden parts with "Jap" tissue skins, rubber band powered. During WW2, the balsa was unavailable, and so heavy cardboard was substituted. It was during WW2 that Bill graduated to gas powered aircraft. Then in the 1950s, Bill gave up "working" models, and headed into the realm of plastic "static" models, where he remains to this day.

Prior to joining IPMS Seattle in 1991, Bill was a member of SPASM, one of the IPMS/USA chapters in the Chicago area. Bill's primary interest is aviation modeling, building in both of the two major scales, 1/72nd and 1/48th. He also dabbles in ship and armor models, having on his workbench at the moment a Revell *USS Arizona* and an Academy Merkava II Israeli main battle tank. Like many of us, Bill has a large reference library, covering mainly aircraft but also ships, and general history.

Jim Schubert was born in Jasper, Indiana on March 28, 1933, where he grew up amongst the rolling farmland, attending the local Jasper High School. Jim moved on to attend Purdue University, gaining his Bachelor of Science in Air Transportation Engineering in June of 1955. As part of his training at Purdue, Jim worked on Bell P-59A Aircomets. He was accepted into the University of Washington's Boeing-sponsored MBA program in late 1959, but this came to naught as he was then immediately assigned to a Field Sales and Service Representative position in Chicago, which lasted for 3-1/2 years, the final two-and-a-half living in the Riverdale suburb of Chicago, one mile from the homes of Bill Johnson and Mike Medrano. All three visited the same hobby shops, library, and banks, but never consciously ran into each other.

Jim worked for Boeing from 1955 until 1989. From 1955 until 1969, he was at the Turbine Division at Plant One on the Duwamish, involved amongst other projects with the Swedish "S" tank, US Army's T-42 tank, a variety of US Navy minesweepers, and US Navy drone helicopters. He worked also for the Italian Navy and Japanese Maritime Self Defense Force aboard their destroyers as a Boeing rep. He was also involved with the "Century Series" of fighters for the USAF, USN, NATO, and the JASDF and JMSDF. He worked his way through the ranks, eventually ending up as Senior Technical Manager. He was with the Turbine Division when it was eventually sold off so that Boeing could devote its resources to the 747 Project.

From 1969 to 1989, Jim worked as a Senior Manager, Customer Maintenance Training for the 707/727/737/747 airliners in Renton, Washington. He also worked for Flight Simulator Engineering and Customer Support as a Senior Manager. Then from 1989 to 1993, he worked for Guinness Peat Aviation, of Shannon, Ireland (a huge aircraft leasing firm), as a contract consultant, dealing mainly with Boeing aircraft. Then from 1993-95, Jim worked as an independent aviation consultant for such firms as Mitsubishi Trust and Banking Corp., GPA again, and British Airways. As a Boeing employee, and then as an aviation consultant, Jim traveled the world, eventually ending up having visited 45 different countries on every continent save Antarctica. Jim retired to a life of bliss in 1995.

Jim's first memory of modeling was building a Comet "stick and tissue" Dime Model of a Curtiss Robin when he was about five. He retains to this day photographic evidence of building this with his Mother. Unlike Mike Medrano, the devil did not enter Jim's life, and he has built models continuously since he was five: gliders and rubber-band powered, CO₂, gas, semi-Diesel, free-flight, U-Control, tow-line, you name it, Jim was active in it at

one time or another prior to, and into, his college career. In his final year of college, Jim turned to the "Dark Side", and took up plastic modeling. His first plastic model was in fact built in the autumn of 1948, a Hawk 1/48th scale Howard "Ike".

Jim credits his paternal Uncle Charles for getting him started in modeling. Uncle Charles was a Civil Engineering Freshman at Purdue, and lived with Jim and his family. It was he who bought Jim his first Comet "Dime Model", and he and his buddies would take young Jim to the Purdue Airport to look at the airplanes and



watch them fly. Jim did do some pilot training, soloing in 1948 in a Piper J3C-65 Cub, age 15! However, at \$5 an hour he could not afford such luxuries while in college, and moved on to gliders while at college. However, that is the extent of his "flying" career.

Jim's interests cover almost the entire gamut of the modeling hobby: airplanes, cars, ships, tanks, figures, and railroads, with a distinct bias towards the smaller scales for reasons of space. He has about

150 built models in his collection (**Don't** ask him about the unbuilt pile), and over the years has entered many modeling contests, including 11 IPMS/USA National Contests. As most will know Jim is an excellent modeler, and has amongst other things 20 First Place awards from these 11 National Contests.

Jim's reference library is dominated by aviation literature, but he also has decent sections devoted to cars, ships, armor, and railroads, and some on figures. He also has many books on general history, travel, art and architecture.

Jim is married to his lovely wife Razon, who like Jim is a keen hobbyist, and they live on the beach at Kingston, overlooking the ferry terminal. They have between them five grown daughters, ages 37 to 42, ten grandchildren and one great grandchild. They share their Kingston home with two loveable 12-year-old toy poodles, Ginger and Sugar.

Mike Medrano was born on August 23, 1950 (two weeks after Terry Moore), in Harvey, Illinois, the "South Side" of Chicago. (At one point, Mike's family lived in Dolton in an apartment above a pizzeria, one frequented by Bill Johnson, who lived two blocks away!) Mike attended Thornridge High School in Dolton, Illinois. Mike has attended a total of eight different Universities and Colleges, from Thornton JC, where he studied Engineering, to the School of the Art Institute of Chicago, studying Graphic Design, to the University of Washington, Business and Marketing!

In January 1969, Mike joined the U.S. Navy, where he labored in the area of Crash and Rescue/Arresting Gear, starting off at Great Lakes, Memphis, Tennessee NTC, then Barbers Point NAS, Hawaii, finally ending up at Whidbey Island NAS, Oak Harbor, Washington.

On the civilian front, Mike worked for Simms Trucking as a semi-tractor/trailer truck driver while going to school in Chicago. Post grad, he worked for Time

National Laboratories and the Institute of Gas Technology, both in Chicago, as a Graphic Artist. Then at the University of Washington, Rehab Medicine, again as a Graphic Artist. Currently Mike works for Ingersoll-Rand, here in Seattle, as a Graphic Artist/Program Manager Marketing Communications, doing everything from webpage design, to catalog design, and trade shows.

Mike began building models at age six, in God's Scale, a B-25 to be exact. He stuck to this particular part of religion until the devil tempted him at around age 12, and he found females in skirts more fascinating. Mike's Father stoked his interest in airplanes, by taking him flying in a Piper Cub, and he would come home after school to build his models, and dream of being a pilot. However, his eye-glasses kept him out of flight school in the military. "I remember stealing fireworks from my sister's boyfriend and getting caught. I had to pay 10 times the amount back to him, severely cutting into my model building. Later that same month I entered a running race at a picnic and won First Place. The prize was a handful of pennies. I immediately went to the local hobby shop and bought myself a 1/72nd PBY".

It wasn't until 1991 that Mike refound religion, however his God had changed, this time to 1/32nd! He quickly matured into 1/48th after meeting Ted Holowchuk at the American Eagles hobby shop, then located in Ballard. Other influences on his art are Jim Schubert, Bill Johnson, John Frazier, John Alcorn, and Les Knerr, in no specific order. Mike's current main interests are 1/48th WW2 single and multi-engined prop aircraft. In particular he enjoys Luftwaffe fighter aircraft because of their many different camouflage schemes. His reference library is heavy with WW2 aviation, and world history in general.

Mike has been married for 20 years this May to Michelle, and they have two delightful daughters, Dorienn aged 15, and Marisha aged 11-1/2. Mike enjoys all kinds of music with the exception of rap, also movies, genealogy, astronomy, and altering photographs of Republican politicians with treasonous captions!



PrezNotes

from page 1

This weekend is the display at the Museum of Flight, both Saturday and Sunday. Doors will be open at 8 am for us to set up our models. If you bring models to display, there is no entry charge either day. Our meeting will take place as scheduled in Bellevue so drop off your models, come to the meeting and then head back to the museum. I'll try to keep the meeting as short as possible. The main feature of the display is basically the Century of Flight, although non-aviation subjects are welcome (and encouraged). There will be table space for you to work on something as well, just short of painting. Remember that this is only a display, a chance to show off your work, and to talk to people about how fun your hobby is, especially to non-modelers. There is no contest atmosphere to worry about and no one to comment that the yellow tips of your propeller blades are the wrong shade!

And remember: the early bird gets the worm, but the second mouse gets the cheese.

See you at the meeting,

Terry



The box art for the Roden Antonov An-12BK, which I couldn't quite fit on the review page! See pages 5-6.

Upcoming Model Shows and Contests

Saturday February 8 - Sunday, February 9

NorthWest Scale Modelers/Museum of Flight Annual Display. Theme: "1903 - 2003; 100 Years of Powered Flight". Display only, no contest. All models welcome and encouraged. Work tables in display area. Presentation by IPMS Seattle member John Alcorn about the Battle of Britain, both days. IPMS judging clinic. Special section devoted to the late Ted Holowchuk's models. All modelers who bring a model for display will have free admission to the entire museum for both days; otherwise regular museum admission applies. 10 am to 5 pm both days. Museum of Flight, Seattle. For more information, contact Stephen Tontoni at tontoni@mindspring.com or Will Perry at willkath@attbi.com.

Saturday, March 8

Galaxy Hobby Annual Contest and Show. Categories: Display Only (free entry); Diorama; Figures; Armor; Ships; Civilian Aircraft; Military Prop Aircraft; Military Jet Aircraft; Lowrider Cars; Street Cars; Racing Cars; Trucks. Entry fee - Adults; \$5 for up to five models; \$1 for each additional model. (Adults only; Kids' contest on April 26 - see below). Schedule; Registration: Friday 3 - 7 pm, and Saturday 10 am - 12 noon. Judging: 1:30 - 2:30 pm; Awards: 3:30 pm; Pick Up Models: 4 pm. 20% off sale for participants. 196th & Highway 99, Lynnwood. For more information, call 425-670-0454, or http://www.galaxyhobby.com/annual_contest.htm.

Saturday, March 29

Lynnwood HobbyTown USA 2003 Spring Show. 12 noon - 6 pm. Regular contest categories. Coupons and prizes for participants. Entry fee - Adults, \$2 first model, \$1 each additional; kids under 12, free. 18500 - 33rd Ave W., Lynnwood. For more information, call 425-774-0819, or <http://www.lynnwoodhobby.com/>.

Saturday, April 19

IPMS Seattle Spring Show. Schedule; Registration, 9:15 am until noon. Public Viewing, 10 am until 3 pm. Judging, 12 noon until 3 pm. Awards, 3:30 pm. Show close, 4 pm. Entry fee: Adults, \$6; Juniors and spectators, \$2. List of Special categories on page 3. See next month's newsletter for complete show details. Renton Community Center, 1715 Maple Valley Highway, Renton. For more information, <http://www.ipms-seattle.org>.

Saturday, April 26

Galaxy Hobby Kids' Model Contest. Age under 18 only. Door prizes. Categories: Diorama; Figures; Armor; Aircraft; Cars; Trucks; Ships. Age Groups: Youth (10 & Under); Juniors (11 - 13); Seniors (14-17). Entry fee: \$1 for each model. Schedule: Registration: Friday 3 - 7 pm, and Saturday 10 am - 12 noon. Judging: 1:30 - 2:30 pm; Awards: 3:30 pm; Pick Up Models: 4 pm. 196th & Highway 99, Lynnwood. For more information, call 425-670-0454, or http://www.galaxyhobby.com/kids_model_contest.htm

Saturday, May 31

IPMS Alexander Pearson Modeleers 2003 Invitational Model Show and Contest. Theme: 100th Anniversary of Flight: the First 20 Years (1903-1923). IPMS Class Categories And Rules. Best Of Categories: Best Aircraft; Best Armor; Best Automotive; Best Ship; Best Space Fact/Sci-Fi/Fantasy; Best Single Figure; Best Diorama; Best Junior Age 11-17; Best Junior Age 10 And Under. Special Categories: Judges' Choice; Contestants' Choice; People's Choice; Theme Aircraft - Oregon Ace Subject; Polish Subject; French Subject; Sow's Ear (Any subject reworked/detailed from an old, poorly engineered kit). Entry fee: Contest Entry: Adult: \$5 for 1-3 models, and \$1 each additional model; Juniors, age 11 -17: \$1 model entry; Juniors, age 10 and Under: Free; Display Entry: Free. Jack Murdock Aviation Center, Pearson Air Museum, 1115 E 5th, Vancouver, Washington. For more information, contact Pascal Valadier at 503-282-9371, or <http://www.angelfire.com/wa3/ipmspearsonmodeleers/index.html>

Golden Age Stars of IPMS #22

Redheaded **Joan Leslie** was one of Hollywood's rising stars in the early 1940s. While still a teenager, she co-starred with Humphrey Bogart in *High Sierra*, Gary Cooper in *Sergeant York*, James Cagney in *Yankee Doodle Dandy*, Fred Astaire in *The Sky's the Limit*, and even Ronald Reagan in *This Is the Army*. Cagney and Cooper would win Oscars opposite her. In a memorable scene in *Stage Door Canteen*, a soldier wins a date with any actress in Hollywood, and picks Joan. Yet by the time she was 21, her frustration at playing nothing but "girl next door" roles had become so acute that she sued Warner Brothers for her release – a fight she won, but which resulted in a virtual blacklist that derailed her career.

Leslie would continue to work throughout the late '40s, and early '50s, but never again got the choice roles that had been hers earlier in her career. She retired in the mid-'50s to raise twin daughters, eventually resuming her acting career with a few intermittent TV roles in the early 1990s.

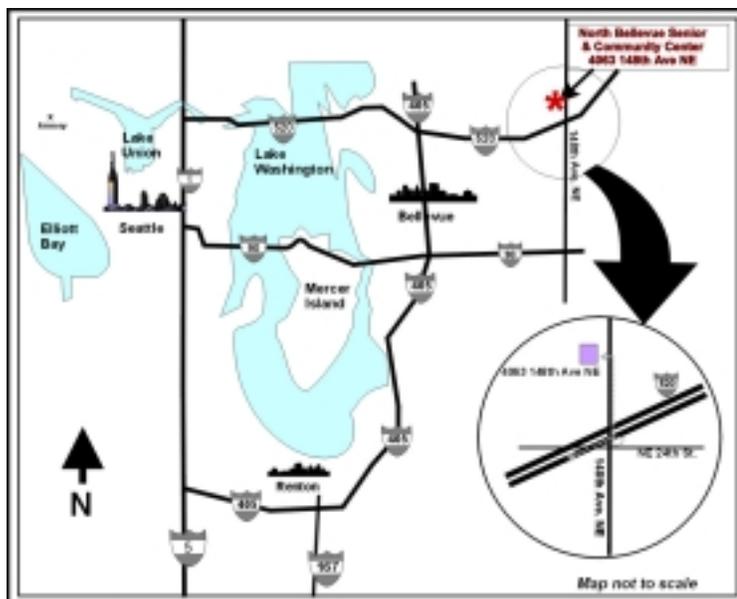
Joan married a doctor in 1950, but throughout the late 1940s was quite publicly linked

romantically with Capt. Glen Edwards – as in Edwards Air Force Base. How much of the romance was real, and how much was a Hollywood press agent's invention has been a matter of some debate, but a dashing test pilot like Edwards, who was killed while test flying the XB-49 Flying Wing in 1948, was just the kind of guy the public would expect to see on a starlet's arm...



Meeting Reminder

February 8
10 AM - 1 PM



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.