

Seattle Chapter News



Seattle Chapter IPMS/USA
March 2004

PREZNOTES



Well, here we are. The model bench next to me is laden with half-built projects. A few minutes on this one, a few minutes on that one and we'll work on the third when putty is hardening on the first two. And whilst the paint is drying on the fourth I figure I'd better whip out this column.

I found an interesting thread on the Internet a few days ago. The question was raised, which older kit would you like to see be redone? Most of those that responded brought up a lot of Monogram kits: B-17, B-26, B-29, F-100, F-101, F-102, F-106, and so on. And that's just 1/48th scale stuff. My question is, why? If there is nothing inherently wrong with the models, why redo them? Is it that important to have a model with engraved panel detail, good fit, and details that are not included in the kit you already have? Most of us have bunches of older kits in our collections. Would you shell out big bucks for a new tool kit of a subject you that you already have in your collection? I will admit to having done that with the Tamiya Do 335, when I had a perfectly good Monogram kit in the stash. But that's about the only one and I definitely had some remorse after I had paid for it. There are rumors of a new tool B-17 in 1/48th scale. Will I buy it? Probably, but only because I love the aircraft so much. I'm not going to replace the seven Monogram and Revell B-17 kits already in the garage. If it were something like an F-100, then I probably would not buy it as I have what I consider to be a pretty decent Monogram kit. Now if an existing kit was really **bad** (like the Hobbycraft DHC-2 Beaver or Do 17 series) then I would consider buying a redone kit of the subject.

However, my preference would be for a new kit of a subject that has never been seen before. For example, the Czech Model Curtiss Shrike and Grumman Goose, which have never seen the light of day as 1/48th scale aircraft kits before. How about a

model of the Douglas B-23 Dragon? As far as I know it has **never** been kitted in **any** scale. Although it's not as well known as the B-18, it was built in quantity (38 aircraft, to be exact) and there are several markings possibilities. It had a rather mundane career as a utility aircraft, and I don't believe it ever fired a shot in anger. Save for the wingspan being about 6' too long, it was the first choice of Jimmy Doolittle for his Tokyo raid. What could

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April 10 Meeting

Although our Spring Show will be taking place on April 17 at Renton Community Center, we will still be having our regular April IPMS Seattle meeting at Bellevue on April 10. Mark your calendars with both dates!

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SEATTLE CHAPTER CONTACTS

President:	Vice President:	Treasurer:	Editor:
Terry Moore	Keith Laird	Norm Filer	Robert Allen
3612 - 201st Pl. S.W.	528 South 2nd Ave.	16510 N.E. 99th	12534 NE 128th Way #E3
Lynnwood, WA 98036	Kent, WA 98032	Redmond, WA 98052	Kirkland, WA 98034
Ph: 425-774-6343	Ph: 253-735-9060	Ph: 425-885-7213	Ph: 425-823-4658
moorethan4@worldnet.att.net		n.sfiler@GTE.net	editor@ipms-seattle.org

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 2004 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.

March 13

April 17 (Spring Show at Renton)

April 10

May 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
 Check out our web page: www.ipmsusa.org

P.O. Box: 2475
North Canton, OH 44720

Northwest Scale Modelers' Winter Show

article by Jim Schubert

photos by Tim Nelson and Doug Girling

Saturday, February 7, 2004: Why the *&%# is that stupid alarm clock sounding in the middle of the night? I must have mis-set it. No. It's coming back to me slowly as I fight my way up from a deep sleep; I **did** set it for 4:30 am so that I could rise, shower, shave, dress, breakfast, read the paper and catch the 5:10 ferry from Kingston to Edmonds. Bah - humbug! I'm a night owl and usually rise about 8:30. I'm due at the Museum of Flight at 6:00 as part of the advance-team to set up for the Northwest Scale Modelers' annual Winter Show. Much of my previous day was spent packing 124 models to take to the display.

I arrived at 6:00 and found most of the advance-team waiting for the MOF staff to open the loading dock door. Tim Lawson, Tim Nelson, Bill Osborn, Will Perry, Stephen Tontoni, and I trucked in our models as soon as they opened the door and set to work. Tim Nelson, Will, and Stephen were the principal organizers of this year's event. We set up and draped 50 tables in the main well of the museum around the M-21 drone carrier and its D-21 drone. The show's theme this year was Nationalities and we set out the pyramidal signs, made by Jon Farrelly-Carr, displaying the many national insignia. With that hard work finished most of the advance-team went off to breakfast whilst several of us started unpacking our models. At 8:00 the MOF admitted the other modelers and by 10:00, when the museum opened to the public, we had everything completely organized including a display of the aviation art of John Amendola. He had loaned us several of his paintings, which we displayed on easels within a protective square of tables, upon which were

displayed 25 examples of his model kit box art along with several books and posters featuring his work. After his presentation in the afternoon, John signed prints, posters, kit boxes and books for all who presented themselves.

To supplement the Nationalities theme we had a Nationality Quiz. A total of 25 airplanes with both common and obscure national insignia were displayed. A quiz sheet with numbered blanks corresponding with each airplane was provided; at the end of the line up of airplanes was an answer sheet so that contestants could score themselves. We made the quiz too tough though; nobody got them all correct including the museum's curator, about which fact he was quite embarrassed. We will make it easier the next time we do it. After all, how many of you would recognize the insignia of the Chechen Republic? I didn't. The only one that everybody got right was Switzerland because they recognized it from the Swiss Army Knife logo.

Eight tables were provided under the Boeing Model 80A for modelers to work

during the show, thus encouraging passers-by to stop and converse with the builders. This is always a popular feature of the Winter Show for both the public and the club members, where contacts are made which frequently lead to new members for both the NWSM and IPMS-Seattle.

Non aviation models - armor, ships, figures, cars, space, and Sci-Fi - were accorded a row of ten tables, upon which the models were arranged by builder. By this means no modeler was excluded from participation in the show by his or her choice of modeling subjects.

Galaxy Hobby, Revell-Monogram, and the MOF, assisted by members of both clubs, conducted several Make-and-Take modeling sessions for kids throughout the day; This is always a popular feature of the Winter Show.

We had 525 models on display. The MOF also had the largest single day attendance since it opened. We modelers aver this was due to the attraction of our show. Skeptics might, however, say the record attendance



The quiz table

was more due to the “arrival” by Concorde of “The Beatles”. As this was the 40th anniversary of their 1964 arrival in the US by Boeing 707, the MOF had staged an “arrival” reenactment, from our Concorde, of a band that looks, plays, sings and - I’m told - sounds like The Beatles. They did a concert out on the museum ramp and then had a “press conference” in the East Gallery. I think we did them a great favor getting all those people to the museum for our show, who then stayed to watch the musicians. Ignore what skeptics say to the contrary, about which function actually drew the crowd.

I encourage those readers who did not participate in this year’s show, to do so next year. It’s a fun day with your fellow model builders and the more the merrier.



Clockwise from top: An overview of the Black-bird and the model tables; Terry Moore tries to explain to some young modelers at the Make-and-Take that after they’ve built a snap-tite kit, they’ll be ready to build a B-17; John Amendola’s talk was extremely well-received; no, not Beatles tribute band Rain, but the real thing landing in New York in February, 1964





Top left: Bill Osborn valiantly battles the Amodel Tu-128; three more views of the display area



IPMS Seattle April 17 Spring Show Category List

Junior: (Ages through 15. At their discretion juniors may enter any of classes 1 through 57)

1. Aircraft
2. Armor
3. Automotive
4. Space Fact/Sci-Fi/Fantasy
5. Ships
6. Miscellaneous (incl. figures, dinosaurs, etc.)
61. Junior Prefinished Models (any subject with prefinished exteriors)

Best Junior Award

Aircraft:

7. 1/73rd and smaller; all subjects
8. 1/72nd single prop
9. 1/48th single prop
10. 1/72nd multi prop
11. 1/48th multi prop
12. 1/32nd and larger prop
13. 1/72nd single jet
14. 1/48th single jet
15. 1/72nd multi jet
16. 1/48th multi jet
17. 1/32nd and larger jet
18. Civil, sport, racing, airships; all scales
19. Airliners; all scales
20. Rotary wing; all scales
21. Biplanes/Vintage Types; all scales (Pitts, Eindecker, Dr.1, CR.42, etc.)
22. Miscellaneous; scratchbuilts, vacuforms, and conversions

Best Aircraft Award

Automotive: (All scales; non-military)

23. Factory Stock
24. Hot Rods (excluding dragsters and lakesters)
25. Custom
26. Pick-up trucks
27. Truck/Van/Crash, Fire and Rescue
28. Closed-course racers
29. Straight-line racers (dragsters, lakesters, LSR)
30. Motorcycle (includes sidecars)
- 30A. Miscellaneous

Best Automotive Award

Diorama: (all scales) A diorama is two or more models relating to tell a story.

31. Aircraft
32. Automotive
33. Armor
34. Space Fact/Sci-fi/Fantasy
35. Marine
36. Figures
 - A. Vignette (5 or fewer figures)
 - B. Diorama (more than 5 figures)
37. Miscellaneous (includes dinosaurs)

Best Diorama Award

Military Vehicles and Weapons

38. 1/35th and larger, closed top through 1945
39. 1/35th and larger, closed top after 1945
40. 1/35th and larger open top AFV, half-tracks and self-propelled guns
41. 1/36th and smaller, all eras and subjects
42. Soft-skinned, all eras and scales
43. Towed artillery and missiles, all eras and scales
44. Conversions and scratchbuilts, all subjects, eras and scales

Best Military Vehicle/Weapons Award

Ships:

45. Engine powered
46. Sail and unpowered
47. Miscellaneous

Best Ship Award

Single Figures: Horse and rider, mounted or dismounted = a single figure. Two figures on base = a vignette (36A). Space Fact/Sci-Fi/Fantasy figures are excluded here.

48. Smaller than 54mm (excluding 1/35th)
49. 54mm (including 1/35th)
50. Larger than 54mm

Best Figure Award (sponsored by IPMS Vancouver)

Space Fact/Sci-Fi/Fantasy: all scales

51. Space Fact
52. Sci-fi, Vehicles
53. Sci-fi, Single creatures
54. Miscellaneous (includes dinosaurs)

Best Space Fact/Sci-Fi/Fantasy Award

Other Classes:

55. Collections (5 or more models that relate)
56. Flights of Fancy/Hypotheticals (all scales)
57. Miscellaneous (anything not covered above)
62. Adult Prefinished Models (any subject with prefinished exteriors)

Best Of Show Award (balloting by entrants).

Notes

- a. Prior IPMS-Seattle First Place winners are not eligible.
- b. IPMS-USA National Contest Rules apply generally.
- c. Head judges' decisions are final!
- d. Only one category per model.
- e. Where classes are subject to interpretation, the entrant may choose the category; e.g., a Fiat CR.42 could be entered in class 9 or 21; a Pitts in 9, 18 or 21. Judges may reassign models to more appropriate classes at their discretion.
- f. If your diorama is overly large, please phone ahead.
- g. At the judges' discretion "Highly Commended" ribbons may also be awarded.
- h. At the judges' discretion categories may be split.
- i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

Special Awards

Best Civilian Auto/Motorcycle: Jon Fincher
Best Small Air Forces: Stephen Tontoni, Will Perry
Best Now and Then: Scott Kruize and Ken Murphy
Best British Subject: Robert Allen, Andrew Birkbeck, Keith Laird
Best French Subject: Pascal Valadier
Best Aircraft from the First Twenty Years (1903-1923): Pearson Modeleers
Best Pacific Theater WWII: Tracy White
Best Canadian: Jim Schubert
Best Float/Sea Plane: Bob Demspter/Seattle World Cruiser Foundation
Best Italian Aircraft: Emil Minerich

These categories have been confirmed at press time. Any additions will be given in next month's newsletter.

Spring Show Vendors

Below is a list of vendors who plan to attend the spring show. We have a total of 40 tables available for vendors. If you would like to purchase a table, please E-mail Tracy White at whitet@blarg.net.

Tables prices are \$45 per table for one to three total tables and \$40 a table for four or more.

Attending Vendors:

Skyway Model Shop - Models & Aftermarket sets (Seven Tables)
 R&J Enterprises -Armor Kits & Conversions (Four Tables)
 Just Plane Hobbies - Models & Aftermarket (Three Tables)
 Masterpiece Models - (Three Tables)
 Garland Angleton - Two Tables
 Mike Lane (Two Tables)
 Everett Quam - Cars & more (Two Tables)
 Terry Davis (Two Tables)
 Doug Ellis, Dawn Patrol Models (Two Tables)
 Kancali's Custom Modeling accessories - Diorama Supplies (One Table)
 Bob Berry - (One Tables)
 Fine Scale Modeler - (One Table for photo-taking)
 Manfred Misztowt (One Table)
 Steve Cozad - Wood Bases & Misc kits (One Table)

Rob Otero (One Table)
 John Price (One Table)
 Whitney Foreman (One Table)
 Thom Morton (One Table)
 Scott (One Table)

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 fees: TBD

As in years past, we will have a raffle this year. Entrants will receive one ticket per model up to five. Unlike years past, you will be able to buy tickets, so the raffle will not just be limited to people entering the contest. Raffle ticket Prices: one ticket, \$1; six tickets, \$5; 15 tickets, \$10.

Spring Show Venue

The location for our Spring Show is the Renton Community Center, at 1715 Maple Valley Highway, Renton. We will be using both gyms this year, unlike last year when we just used one, so there should be lots of space available both for the models and vendors.



Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.



From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Two Cents About “Modest”

by Scott Kruize

The January issue roused within our midst that great bugaboo, **controversy**. One of our own broached the topic: how should members participate? Or to be more precise, he urged that they **should**. Having heard some response to this essay – mostly negative and away from its writer’s good intentions – this is my two cents’ worth.

Some reactions were strongly defensive: “Hey, I **like** kit collecting!”, and “It’s insulting for anyone to even question my right to be here!”, and “No one’s gonna tell me how many models I hafta build a year. I’ll build as many or as few as I like!”

First cent: guys, **lighten up!** The title of the essay was “...A *Modest Proposal*...” Modest: ‘reserved...unpretentious...moderate, not extreme.’ Proposal: ‘put forward for consideration...[a] plan.’ [*The American Heritage Dictionary*, © 1983 by Houghton Mifflin Co., published by Bantam Doubleday Dell Publishing Group, Inc.]

There will never come a day, not an hour, when our IPMS Chapter (or any other) would impose obligatory ‘requirements’ for building and showing models, or otherwise compelling specific club activity participation as a condition of membership. You all know this. Anyone can attend; anyone can join. We’re perfectly happy to open the doors at our meetings. We enthusiastically greet all-and-sundry who wander in, even casual strangers just now realizing “Grownups are allowed to still play with plastic models!”

Our colleague didn’t propose **making** anybody do anything. What he **asked** was: “Is it valid to expect anything, such as participation, from its members?”

Second cent: Oh, **yes**, guys! **Absolutely!**

The reason is simple: we’re our own sole source of entertainment. I know you all know this, but perhaps even so obvious a fact sometimes needs to be restated, right out in the open. **We’re our own sole source of entertainment.** The only things going on in the club – the only things that make it a club, the only things making it worthwhile to belong to – are the things that we bring to it. If we bring models (complete or ‘in progress’)...and books and pictures and other interesting materials...if we Show-and-Tell these to each other, standing up before the group (however ill-at-ease that may sometimes make us feel)...if we write and shoot pictures for the newsletter...if we work at our yearly contest and other events...then we’ll all get joy and satisfaction out of belonging. If not, **not!**

I know whereof I speak. The main reason I started hanging around with you guys three years ago is that I became so desperately bored and unhappy with the club I was in. With a roster in the hundreds and resources well in excess of IPMS Seattle’s, the club was nowhere and doing nothing. Twenty or thirty people show up for meetings. Six to ten of those work as officers and special events coordinators. Two or three bring something for Show-and-Tell. The rest – when they bother to show up at all – sit on chairs with their arms folded, saying little, doing less, waiting to be entertained!

Well, there is no entertainment. They can’t accept – despite prodding from the active handful and the former Newsletter Editor (guess who?) – that **we’re our own sole source of entertainment.**

Guys, don’t be mad at Jacob. He doesn’t know the Boeing R/C Hawks, but he’s **trying** to prevent us from becoming like them. He says just paying dues isn’t enough; they **prove** it! So let’s not sink into their languor. Let’s not sit and wait to be entertained. Let’s do something. Let’s participate. Let’s contribute.

His “modest proposal” included building a model per year and showing it off to the group. Or contributing to the newsletter. “Or contribute to the club in their own chosen way.” This is the true value of it: if it reminds us we need to do these things...if each and every one of us is prodded to do **something**...contribute just “two cents” apiece...we’ll be **rich!**

Preznotes

from page 1

have been... After the war many served in civil guise and there are one or two still flying. All things being equal, we don’t **really** need another kit of the F-100, do we?

And another thing. Why do we need another P-47 (or insert Me 109, Fw 190, etc, ad nauseum)?

Yeah, I know why, but still...

Speaking of Tamiya, their only announced release this year is a P-47 in 1/72nd scale. I hope it’s not a trend away from models. Their RC business is where the majority of their income is derived and models now appear to be somewhat of a side line. I hope they are not dropping the model kit line, as they are undoubtedly the finest kits produced.

See you at the meeting,

Terry

Help for Chronic IPMS (Inadvertent Procrastinating Modeler Syndrome) Sufferers

by Tim Nelson

Several articles have appeared in recent issues of this fine publication regarding the seemingly small percentage of our membership who actually build models these days. Some of our members produce quality models at a prodigious rate and bring their latest to each meeting. Others have attended meetings for years without showing a model or even uttering a sound. Some contribute in a variety of ways to the health and benefit of the club. Some contribute nothing. Such variation is the nature of a hobby club (and actually pretty much any sizeable organization).

It's not my place to tell anyone to produce a model. My goal here is to offer some ideas to help those who may be suffering from "IPMS" (defined in the article title). Victims of IPMS (and the related malady "AMS") would like to build a model, but are overwhelmed with the prospect of accurizing, detailing, reconciling conflicting references, maybe ruining an expensive or rare kit, criticism of their inadequacies, etc. I have had bouts of IPMS. Maybe you have IPMS. If so, consider the following over-the-counter tonic, not in any particular order:

- Set aside 15-30 minutes a few evenings a week, as your schedule permits, to do some modeling. That free 2-3 hour block of time never seems to materialize, so don't wait for it. Make regular, steady progress.

- Consider a "speed build", along the lines of the project discussed in Reference 1. The Northwest Scale Modelers monthly theme offers such an opportunity 12 times a year. Pick a model, and get it done. It may not win a contest, but you'll learn something to apply later to a more deliberate build.

- Skip the photo-etch and resin detail and correction sets. A 95% accurate completed model is vastly superior to that imaginary 100% accurate model that never gets out of the box. If you're into contests, note that there never is an "In the Box" category.

- Consider 1/72nd scale. I'm not getting into the scale debate here, but if you are interested in saving money, time, and display space, "seventy-tooth" is the ticket for aircraft and armor. I'm assuming if you've read this far that you are **not** a superdetailer, and with 1/72nd the motivation for add-on detailing is less.

- Try something different. I was known initially around these parts for factual space subjects. More recently I've done some 1/72nd aircraft, but the most fun I've had with a model in years was with the Aurora "Creature from the Black Lagoon." Reference light, fun heavy.

- Try a simple resin kit of a subject you love. There are usually some clean-up challenges with these kits, but concentrate on the basics and have some fun with it. There are many dedicated "cottage industry" producers of unusual subjects. For example, I really enjoy the esoteric offerings of www.unicraftmodels.com, and have done a couple of their (his) kits in barely more than 10 hours. I'll do more. Tamiya will never tread this ground.

- Get to know the modeler's best friend. I'm not talking about Future or Emil Minerich, although they are Superfriends. I'm talking about CA glue accelerator. I've only used the stuff the last year or so, but it enables you to make rapid progress on those homely kits that need lots of help with seams, sink holes, ejector pin marks, etc. CA glue hardens when hit with the accelerator, but it does not completely cure for some time, which makes immediate sanding easier. An added plus is that you avoid nasty surprises with shrinkage or settling that sometimes occur when CA glue is allowed to cure the old-fashioned way. This elixir helps you get past the drudgery stage faster.

- Make a date with your spouse, significant other, partner, or mate to go to a Michael's craft store. There's something for the both of you there. I love to browse Michael's for wooden bases, wood finishing supplies, paint brushes, photo frames (another possibility for making bases), pipe cleaner, etc. They even have a few model kits and airbrush supplies. While I'm at it, my wife is content to peruse all the other crafty stuff they have.

- If you're home on a Saturday night, do some modeling while listening to "The Swing Years and Beyond", 7 PM to midnight on KUOW, 94.9 FM. Big band and swing music provide a wonderful ambience while working on your latest project. Give it a try.

- Fear not failure nor ridicule. The goal for those with terminal IPMS is not perfection, but improvement. Continued improvement leads to really good, and continued improvement requires building. So build, make mistakes, ask questions, learn, improve, and share your experiences. I'm no master modeler, but I'm improving. As for ridiculers (and I don't think we have a significant problem with that here), I'd be much more inclined to bar them at the door than the model-less.

- Keep it fun. Your top priority. Choose a subject and build philosophy that makes you want to be at the workbench.

IPMS-Seattle is a big organization, big enough to include all kinds of modeling enthusiasts. However, this club, like all clubs, would benefit from more active membership. If you suffer from IPMS, and none of the above ideas eases your symptoms, then bring an old model to a meeting and tell us how it went. We're interested.

Reference

1. "Power Building for Fun and Pleasure", by Richard Engar, *IPMS/USA Journal* Vol 6, Issue 2, Jan/Feb 2004

Anybody Want a Good "Goose"?

by Bill Osborn

Since I was unable to make the February meeting, due to the need to take an old folks driver's ed. class, I have time to whip up a couple of kit reviews. I don't know why I can never find information on a subject until I'm at the painting stage or the model is safe behind glass in the case. Well, it happened again. As soon as I was ready to put the decals on my 1/72nd scale Sword Grumman Goose, Steve Ginter came out with one of his books on the Goose.



O.K., let's hear about the kit. The medium gray plastic is just about right, not too soft or too hard. Scribing is fine and well done. You get two vacuformed canopies, that include the cabin roof forward of the wing leading edge. The parts fit together well, but don't have locating pins. There is a cabin floor and a couple of bulkheads, the forward one has a door that can be posed open. I chose to close it due to the threat of hijacking. There are eight nicely cast seats, two for the cockpit and six for the cabin. The cockpit gets an instrument panel and two nice control wheels. All of this is very nice but when it's all done you can only see the top of the two pilot seats. With the basic thing stuck together, it was time to work(!) with the landing gear. This is a Grumman airplane of pre-WW2 vintage, so some person needs to crank the gear up into the hull just like Wildcat. There are two "V" struts that fit to the

main leg, which fits into a hole on the inside of the hull. That shouldn't be too hard. Well, the hole is larger than the strut and there is no stop or index to show how much of the leg should stick out. Using my vast knowledge of ways to screw thing up and still wind up with a usable part, I whipped up some extensions and guessed at how much should stick out to get the right "sit".

The kit comes with a splash shield that fits on the forward part of the hull; this is not used on military aircraft and should be left off. But of course, I glued it on. After looking at my new Goose book, the chine appears to be smaller than the kit part.

(Ain't hindsight great?). The wheels have a smooth hubcap, but a lot of the time these were left off. I don't think it hurt the streamlining any.

Next up are the engines. You get two nice generic resin castings that look good when

installed in the cowlings. After the engines are super-glued in place a backing plate is put in the aft end of the cowl. It's a bit of guess work as to how far to put the plate into the cowl, so I cut a piece of sheet plastic for a spacer to keep the cowl even.

After all this fooling around, I painted the model white with red wing, tail tips, and cowlings. The nacelles are gloss black. As you can tell by now this is a civilian bird. The kit comes with a choice of three color schemes: a gloss Sea Blue French one; a two-tone U.S. Coast Guard boat; and a British three-tone. So of course I had to do something different. With the advent of the new DRAW decals there a lot of Northwest-area small airline color schemes to choose from. I chose Alaska Coastal Lines just because I liked it. The decals are very thin and go down well if you don't get a fold over.

After the decals and rigging were complete, the engines were added. Last but not least the forward upper nose was masked off with Parafilm so the anti-glare panel could be sprayed. All in all, the whole thing came off better than I hoped.

World War One Books by Kagero Publishing

by Andrew Birkbeck

As the regular readers of this newsletter will be aware, I have recently taken to attempting to build WW1 aircraft models, and as a consequence, decided I needed to find some good reference material for my library to help me with both the historical perspective and the modeling aspects of this area of the hobby. As such, I recently purchased these four books from the Polish publisher, Kagero. Herewith my comments.

Famous Aircraft Series:



There are currently two books in this series, titled *Fokker D.VII* and *Nieuport 1-27*, both written by Tomasz J. Kowalski. The books measure

6.75 by 9.5 inches and have a card cover. The Fokker book is 32 pages in length, the Nieuport book totals 48 pages. Both books contain a very nice decal sheet measuring 5 by 7 inches, covering about a half dozen aircraft on each sheet, with decals provided for each scheme in both 1/72nd and 1/48th scales. Small air force junkies will

particularly appreciate these decals, as along with the expected German (Fokker) and French (Nieuport) markings, you get Polish markings (both books) and Lithuanian and Soviet (Fokker), and



Russian (Nieuport, see above). Very nice color artwork is included in each book for the various decal subjects, but that is the extent of the color profiles. There are no line drawings of any kind in either book.

The written parts of each book are in both Polish and “Penglish”, which as you might guess, is Polish English. The latter isn’t that bad, being a bit humorous on occasion, but also completely unintelligible from time to time, when the translator tried too hard to get it right.

Regarding the Fokker book, the pictures are skewed towards “foreign” examples, such as Swiss, Hungarian, Lithuanian, Finnish, Dutch, Czech, and of course, Polish. The quality of said pictures varies from pretty good to poor, with too many of the latter. As for the Nieuport book, I would say it was extremely optimistic of the author to try and cover the Nieuport series of fighters from 1 through 27 in such a short space. Of the 40 or so pictures,

approximately half are of the Nieuport 17. Again, photo quality is “iffy” in many respects, and very thin, as you would expect with so many aircraft needing to be covered in such a short space.

These books, with the exception of the decals, should be compared to Squadron/Signal *In Action* publications. S/S has both the *Fokker D.VII* and *Nieuport Fighters* in their series. The Kagero books have better color art work, but no line drawings, unlike the *In Action* books. The *In Action* books offer more, and better, black and white photos than the two Kagero books. The written history is also superior in the *In Action* books compared to those from Kagero, and not just because of the Polish English used in the Kagero books. The *In Action* books are also \$9.95, vs. \$14.95 for the Kagero books. So unless you are really looking for “different” decals for either of these subjects, I can’t recommend the Kagero books over the *In Action* books, and they don’t hold a candle to the admittedly slightly more expensive *Windsock Datafile* series of WWI monographs.

Legends of Aviation Series

Again we have two books from Kagero, *Kaiser’s Aces* by Marek J. Murawski, and *Sopwith Camel* by Edward Kocent Zielinski, this time in the larger format of A4 (11.5 x 8.25 inches) and containing 72 pages each. These books are not only larger in format, but much better bang for the buck, although they do come in at the higher price of \$21.95.

Again we have the high quality decal sheets as offered with the other two

books, to the same size. The photos in this series seem to be to a uniformly higher standard. In the Camel book, these include 30 color pictures of a Polish museum example. The Camel book also has nine pages of line drawings, in both 1/48th scale, and interestingly, 1/24th scale! Of particular note are the excellent line drawings of the Camel’s Clerget 9B rotary engine. As with the first two titles, the color artwork in the Camel book is limited to covering the aircraft depicted on the enclosed decal sheet.

Turning to the *Kaiser’s Aces* book, as the title suggests, this is an attempt to cover the various aces that flew for the German Air Force in WWI. The book contains a very lengthy five-page listing of all the aces, listing their name, the units they flew in, their total number of aerial victories, and the date the pilot died if they perished during the war. Also included are 15 pages of superb large format color artwork, covering numerous aircraft types, and also not limited to those aircraft covered in the decals. No line drawings are included, which makes sense given the topic covered in the book.

Unlike the first two Kagero books, which I can’t recommend except for the decals, the two larger format books can be recommended without hesitation for the excellent decals, the good quality black and white period photos (and color museum photos in the Camel book), and the superb line drawings and color art work.



I bought these four books via Squadron Mail Order, but I know Skyway Model Shop also carries Kagero books from time to time.

Tamiya 1/16th Scale Panzer Officer

by Hal Marshman, Sr.

This is one of the earlier Tamiya large-scale releases, I think the second after the Adolf Galland figure. The figure comes cast in medium gray plastic, with a minimum of detail as befits the simple uniform he wears. You have the choice of the soft visored field cap, or the M-43 style cap. Whichever you choose, don't throw away the other, as it may be useful on another figure.



For accessories, the figure comes with a P-38 style holster, and a map case, along with two right arms. One arm is holding a pair of gloves and is extended down at the side, while the other arm is bent and the hand shaped to accept the small pair of binoculars provided. In addition to the accessories already mentioned, there are an Iron Cross 1st Class, Panzer Assault Badge, and General Assault Badge provided.

As cast, this figure represents an Oberleutnant of the Army Panzertruppen. With some insignia changes, he could just as easily be done as SS. I did mine as Hermann Goring Panzer Division, a Luftwaffe panzer unit. The only change I had to make was using the Luftwaffe officer's hat from the Galland figure, and changing the breast eagle to the Luftwaffe style. As a Luftwaffe officer, he would not be wearing the General or Panzer Assault Badges as provided in the kit, as the Luftwaffe had their own individual styles. The instructions on the box show that the figure could also be done as an Assault gun officer, wearing the field gray or even

reed green uniform. Take close note of the insignia changes if choosing this option. I must also stress, if you plan to use the officer's style field cap, that this was issued in field gray with dark green band for both Army (Heere) or SS, and piped in pink (red for assault gun troops). There was not a black version. On the other hand, the M-43 cap was indeed manufactured in black. As an officer, the Oberleutnant would have the crown piped in aluminum, be it panzer black or field gray for the assault gun uniform. Complicated this German uniform business, no?

Is there anything I don't care for with this figure? Yes, I think the face is awful. Just

my own personal opinion, of course. I really would also prefer to see the coloring instructions as an instructional enclosure, and not as a back of the box decoration. I do like all the extra accessories provided with these kits, as they allow lots of between-figure swapping, and you can come up with a one-of-a-kind rendering easily. Of course, I really should mention that this is a plastic assembly kit, not a resin or metal one-piece casting.

Hurricane Bookshelf

by Scott Kruize



At an Alabama training airfield in 1942, Cadet Edwards Park saw...What? Of course not. It's an Airacobra. Anybody who hangs around with IPMS ought to know an Airacobra when he sees it.

Oh, what's it doing on *Hurricane Bookshelf*? I like Airacobras. I especially like this book, *Nanette*, about a particular Airacobra. It's my column and I'll write what I want to!

Now, where were we? Oh, yes...at an Alabama training airfield in 1942, Edwards Park, Army Air Force cadet, saw a Bell P-39 Airacobra for the first time...

You know, I've read many autobiographies by famous fighter pilots: Adolf Galland and Peter Townsend; Geoffrey Page, Chuck Yeager, and Eddie Rickenbacker; Pierre Clostermann, Robert Johnson, Douglas Bader, even Saburo Sakai. They're fascinating and admirable, but I can't identify with them. Not just because I've never been in combat, or even the military. I know many people who have been, starting with my father, but the thing is: I see no sign of warrior in any of them. Father explains his participation in the Second World War simply: "We just wanted to get the job over with, and go home." This must sum up nearly everyone else's participation in conflicts in which they happen to find themselves.



So after these superhero hunter-warriors' accounts, the question nagged at my mind: what was it like for an ordinary fighter pilot? Somebody who just found himself flying into war, with no particular desire or aptitude to do so? Somebody there by circumstance, happenstance. Even most fighter pilots must be like that.



Force and fight in the Pacific Theater. He says this isn't a novel, because "everything in this book actually happened," but, on the other hand, "you can't call it nonfiction."

Perhaps because of the odd twist in it. It may irritate you, but Park thinks inanimate objects can have a sort of will, personality, or soul, and have an effect, good or bad, on the humans who relate to them. I took to the idea right away, having encountered it in my own life. Not with full-sized airplanes, but I've been a bicycle mechanic, a motorcycle rider, and a model airplane builder and flyer. I know there's a lot more to my interactions with the machines in my life than can be explained by the laws of physics.

So with Park's airplane. As his story unfolds, he admits he can't explain how the P-39D assigned to him induced him to name it. "I flew Number 74 a great deal. I began to understand her...soon I got to calling her Nanette. I have no idea why...it sounded sort of whorey, and yet insouciant..."

His squadron mates understood. His crew chief, troubleshooting a mysterious engine malfunction that prevented Park's plane from flying into a dogfight, agreed it was

because "she" was afraid of the Japanese. Even his Squadron Leader responded to "her" name and personality. "Trying to run the Squadron, that's what she's doing!" and "That —— tried to kill me!" But a late mission one day ran way too long, and as darkness descended, the pilots resigned themselves to the realization that they were probably all going to smash themselves and their mounts into the surrounding mountains. That's when *Nanette*, with very little guidance from Park...

No, I won't tell you the details of what happened that night. Nor of the "splendid and shattering mission" shortly thereafter, when Park and *Nanette*'s rapport went too far. Whatever your opinion of this metaphysical topic, as you read of their dance, in intimate embrace, down through a long, steep spiraling plunge from the sky, you won't be able to help feeling their ecstasy - so dangerous!

By the end, Edwards Park made me understand, at least a little, what it was like for an ordinary pilot to fly against the enemy. He was no superhero, but he had a slightly supernatural, if brief, bond with his plane - and it allowed him to survive the experience and tell us about it afterwards. His book isn't fiction, but not history, either: he calls it "an Exaggeration". Whatever it is, it's a good read, and it has the ring of reality. His readers will join him in saying, "Yes, Nanette. I still remember you, Nanette."

Park's account addresses my question. "Most of the men I knew and worked with were civilian groundlings at heart who had joined up quite simply to fight for their country...and went bouncing through this strange and savage environment...flying fast little aircraft and firing guns. I was quite poor at it, but was saved by a breathtakingly lovely brown-green-gray Airacobra."

In fourteen short chapters, quite down-to-earth despite being about flying, he describes how he came to join the Air



Pavla 1/72nd Scale Polikarpov I-15

by Jim Schubert

The design team led by Nikolay Nikolayevich Polikarpov started work on their sixth fighter program, the I-15, in January of 1933, shortly after he and his staff were released from detention. Polikarpov had actually envisioned the aircraft during the final few months of his four-year imprisonment. The short coupled biplane was of mixed wood, steel and aluminum construction, and was fabric covered save for the forward fuselage. The original design proposal featured a fully enclosed cockpit and Grumman-style retractable landing gear. The very conservative Directorate of the Aviation Industry, however, called for deletion of these two advanced features to reduce the risks taken in a new design. The I-15 carried four 7.62 mm machine guns in the fuselage synchronized to fire through the propeller and could carry up to 40 kg, total, of bombs on four underwing hardpoints.

The prototype was finished and flown in October of 1933. Except for a taller fin and rudder to improve directional stability, the production version was identical to the prototype. Full series production began in August of 1934 and ended in 1936 after 385 of the type had been built. In August 1936 the USSR started shipping I-15s to the democratically elected Spanish Republican government to help them in their fight against the fascist rebellion led by Francisco Franco, who was supported by Nazi Germany and Fascist Italy. A total of up to 155 (records are confused) I-15s were shipped to Spain by the Soviets. Another 287 were produced under license by Construcciones Aeronauticas, Societe Anonyme (CASA) for the Republican government. Nearly half of these were captured intact at the end of the civil war and inducted into the fascist air force. Republican pilots nicknamed this popular plane "Chato", Spanish for pugnose, and it has stuck to the little fighter ever since. At

least one I-15 was delivered by the Soviets to the Mongolian Air Force. That would make an interesting model!

No I-15s have survived to this day. The Museo del Aire in Madrid has, however, a beautifully executed reproduction painted in Republican markings on the left side and in Nationalist markings on the right side.

This is the second Pavla kit in a row that I have received in which the flimsy end opening box was not pre-crushed! The box had, however, at some point in its journey been compressed enough in the middle to damage two of the injection molded parts and one of the resin parts. The box contains an injection molded medium gray polystyrene tree of 33 sharply defined parts with very little flash and no sink marks, a bag of 11 detail parts molded in pale gray resin, two vacuformed windscreens, a decal sheet and an instruction folder.

the axles was almost broken off. The plastic parts have a slightly pebbly surface as a consequence of the spark-erosion process used to make the molds. A light hit with a 7000 grit abrasive took care of this. I suspect a light coat of primer would suffice instead. As usual with Pavla there are no locating pins or mounting tabs; everything is butt jointed. I would strongly recommend metal pins to strengthen the tail and landing gear butt joints. The left fuselage half in my kit had the cockpit scuttle cracked through and about to fall off.

The resin parts are beautifully cast, thin and finely detailed. Due to the flimsy box, however, the feed block had been broken off the engine face plate ripping a ragged oval hole in its center. This opening for the propeller shaft is supposed to be a smoothly rimmed hole; it'll be a delicate repair.

The small decal sheet, printed in perfect register and with good, dense, color saturation has markings for five airplanes. One is the silver and red display airplane flown by Ivan U. Pavlov, a hero of the Russian civil war. Photos show the metal areas of Pavlov's plane were covered with machined "swirlies" like the *Spirit of St. Louis*. The decals also provide for three

different Spanish Republican airplanes and one Spanish Nationalist.

The 16-page folder of instructions contains a type history and tables of specifications in Czech and English, a parts map, a color guide with FS numbers, an 11-step assembly process, a rigging diagram and 10 pages (!) of drawings detailing the five optional color schemes.



Engineering of the kit is conventional; with fuselage in vertically split halves and one-piece wings and tail components with outstandingly thin and fully formed trailing edges. The polystyrene cantilever landing gear may be weak over the long term so I would recommend cutting a slot in the inside of each strut and inserting a piece of brass or steel wire as a replacement axle and load bearing member. In my kit one of

The kits from the central and eastern European manufacturers keep getting better and better. This is not a Tamigawagram kit in terms of joinery design but in every other respect it is their equal. It is very reminiscent of the old Heller release of the Polikarpov I-153, which was a very good kit. Built out-of-the-box, this kit will produce an outstanding model. The only thing I would wish Pavla to change on their next kit is making the control surfaces all separate pieces. I paid \$27.98, plus sales tax, for my kit at Emil Minerich's Skyway Model Shop in Seattle.

Kudos and a big "Thank You" to Pavla for another great subject.

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Aviation News, October 1994, Warpaint - Polikarpov I-15 to I-153. Good drawings by Mark Rolfe.

* The names of the three Russian authors were rendered in the Cyrillic alphabet, which I cannot read so they must remain anonymous for this review. Sorry guys - catch you next time.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Jim's article. - ED]

Upcoming Model Shows and Aviation Events

Saturday, March 20

Women Fly! Women in Aviation & Aerospace 2004. Meet eight women leaders in diverse fields of aviation and aerospace—past and present—at the Museum of Flights' third annual Women Fly! symposium. Two panel discussions will be held. The morning panel at 10:30 a.m. will feature: Dr. Janet Kavandi, NASA astronaut, veteran of three Space Shuttle flights as mission specialist; Lt. Col. Peggy Phillips, USAFR, C-17 command pilot and commander of the 97th Airlift Squadron, McChord AFB, Wash.; Dawn Seymour, Women Airforce Service Pilots veteran of World War II, B-17 bomber pilot, and; Anne Simpson, Northwest Airlines 747-400 captain.

The afternoon panel at 2:00 p.m. will feature: Julie Clark, retired Northwest Airlines captain and 20+-year veteran aerobatic airshow pilot; Kathleen Boyd Jones, corporate jet captain for fractional ownership operator Flight Options; Crystal Knotek, Northwest Airlines vice president, reservation sales and services, and; Katrina Morgan, freshman and Air Force ROTC cadet at Embry-Riddle Aeronautical University, private pilot, and alumna of The Museum of Flight's Museum Apprentice Program. Museum of Flight, 9404 East Marginal Way South, Seattle. Phone: 206-764-5720. Web site: <http://www.museumofflight.org/>

Saturday, March 20

Galaxy Hobby Annual Model Contest and Show. Registration: Friday, 3:00 - 7:00 PM and Saturday - 10:00 AM - 12:00 Noon. Entry fee: \$5 for up to five models; \$1 for each additional model. Saturday PM Schedule: Judging: 1:30 - 2:30; Awards: 3:30; Pick Up Models: 4:00. For adult modelers - Kids' show will be on April 24. Galaxy Hobby, 19332 60th Ave W, Lynnwood. Phone: 425-670-0454. Web site: http://www.galaxyhobby.com/annual_contest.htm

Saturday, March 27

Lynnwood Hobbytowntown USA Model Contest. Registration: 11 AM- 1 PM. Judging: 1-3 PM. Awards: 3:30-4 PM. Pick-up by 5 PM. Entry fees: \$2 for first entry in each class, \$1 for each additional entry in each class. Trophy, plaque or ribbon awarded to everyone who enters. Lynnwood Hobbytowntown USA, 18500 - 33rd Ave W., Lynnwood. Phone: 425-774-0819.

Saturday, April 17

IPMS Seattle Spring Show. Renton Community Center, 1715 Maple Valley Highway, 9:15 AM - 4 PM. See pages 6-7 of this newsletter for further details. Web site: <http://www.ipms-seattle.org/Springshow/>

Golden Age Stars of IPMS #24

There are many ways to gain entrance into the roster of Golden Age Stars of IPMS – appear in an aviation or science-fiction movie; have a plane named after you; or even learn to fly yourself. **Andrea King** is unique in being a GASOI because she spent most of her life believing a story that would have been questioned by any avid World War One aviation buff.

Andrea King actually does have a couple of aviation connections in her resume – she played the wife of Robert L. Scott in the mediocre *God Is My Co-Pilot*, and starred as a woman USMC aviation gunnery instructor in a short film called *Proudly We Serve*. But the majority of her time was spent in forgettable B pictures, with an occasional foray into the limelight in films such as *My Wild Irish Rose*, where she portrayed Lillian Russell. If she's remembered today, it's for the length of her career – first appearing on screen in 1940, she played TV roles until the early 1990s.

Andrea King was born as Georgette André Barry, in Paris, in 1919. Her mother had

been an American Red Cross volunteer ambulance driver in World War One. And that's where the story comes in. Andrea was told by her mother that she was the daughter of a French fighter pilot named

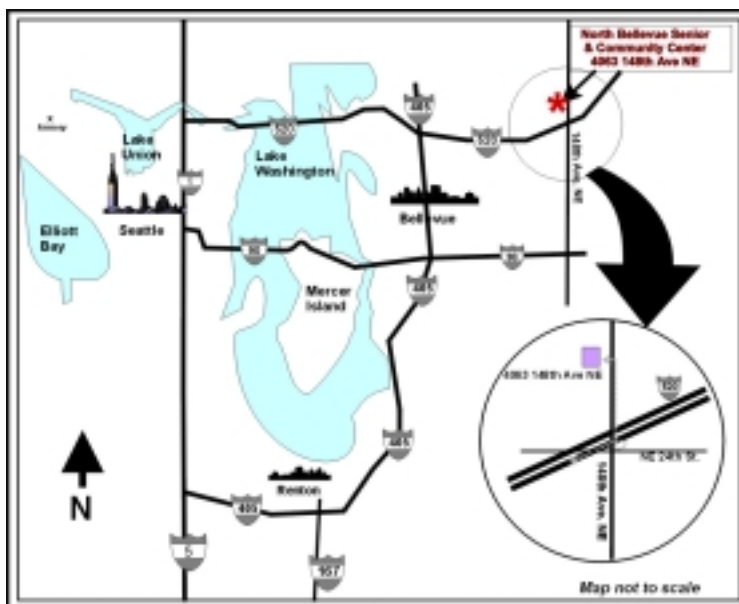


Georges André Barry, who had married her mother in France, and been tragically shot down just before the Armistice, leaving a pregnant widow to bring up their child. Georges André Barry supposedly flew

with the Lafayette Escadrille. This would immediately draw suspicion from any WW1 aviation buff, because although the Lafayette Escadrille was indeed a unit in the French Air Force, it was made up of American volunteer pilots, not Frenchmen. Later in life, when Andrea met men who had actually served with the Lafayette Escadrille, she discovered that none had heard of her “father”. Coupled with the fact that her mother could provide neither a marriage license nor a photo of her “husband”, King began to have her doubts.

It wasn't until the mid-1980s that the truth was confirmed – that she was the illegitimate daughter of Alonso Yates, an American diplomat working in France during the war, who had a romance with King's mother. Yates, with his diplomatic connections, had been able to get the papers that enabled King and her mother to leave France. Barry never existed, and was just a ruse to keep Andrea from knowing that she was illegitimate. But Andrea never found out from her mother – the information came from Yates' other daughter!

Meeting Reminder



March 13

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.