

Seattle Chapter News



Seattle Chapter IPMS/USA
November 2004

PREZNOTES



Another “airline” Preznotes, at 35,000' or 33,000' depending on where the pilot had to climb or descend to clear continued turbulence. I'm on my way to Orlando for a trade show. I cashed in some mileage and am riding “up front” this time, plenty of leg room, wide seat, and real utensils, so this probably won't be a “bitchy” column. That's reserved for next month's column because on the flight home I'll be in the back of the plane.

For my birthday a few months ago I got a Delta disc/belt sander. Last week, after a marathon garage cleaning, I was finally able to set it up and use it. I've been removing excess plastic from a handful of vacuform kits, taking down some substantial resin pour gates, and definitely creating lots of useful parts that will eventually result in a few finished models. About a year ago I inherited a Unimat style desk top lathe/milling machine. Unfortunately, the instructions are somewhat difficult to understand, otherwise, I'd be whipping out turned brass undercarriages and other round, straight things! Consider this an SOS to any machinist out there, I could use some help here. Which leads to my question of the day: Do **you** use any major power tools for modeling?

After another nonproductive summer the weather has finally gotten bad enough to let me work at my bench without remorse, so maybe I'll get to assemble some of these parts I've been working on out in the garage. About the only thing I have accomplished this week is to spray some primer on one of my '49 Schneider racers. I used the Tamiya rattle can primer. I am impressed. What great stuff. Now I may finally be able to compete with my oldest son's ability with rattle can paint!

In five weeks I was able to attend three model contests, McMinnville, Galaxy Hobby (sci-fi), and Vancouver BC's fall show. All were excellent contests and although the number of models was down from past years (except Vancouver), the

quality of the models at each show was exceptional.

For those of you working on space and science-fiction subjects for our Spring Show, please note that there is a minor realignment of the category. See the article on page 3 in this issue.

For members of IPMS/USA there is a new program being instituted called the Modelers Achievement Program which is “designed to motivate the membership and newcomers to IPMS/USA to build better models and participate in the Society”. I would like all national members to look this information over on the IPMS/USA website under Discussion Forums: Modelers Achievement Program. Please let me know what you think about this so we can discuss it at the meeting.

Finally, I'd like to thank Keith and Norm for keeping things running smoothly for the last few meetings. Thanks guys, and I will...

...see you at the next meeting,

Terry

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

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested plastic modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$24 a year, and may be paid to Norm Filer, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

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

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

Upcoming Meeting Dates

The IPMS Seattle 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.

November 13

December 11

IPMS/USA NEW MEMBER APPLICATION

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

 City: _____ State: _____ Zip: _____
 Signature (required by PO): _____

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

IPMS/USA P.O. Box: 2475
 North Canton, OH 44720
 Check out our web page: www.ipmsusa.org

Revised Categories for 2005 IPMS Seattle Spring Show

by Stephen Tontoni

The head judges for the 2005 IPMS Seattle Spring show, Charlie Sorensen and Stephen Tontoni, had a productive discussion in which it was decided to make some adjustments to the 600 grouping. In 2004, the categories were:

SPACE FACT/SCI-FI-FANTASY: all scales

601. Space Fact

602. Sci-fi, Vehicles

603. Sci-fi, Figures and Creatures (includes dinosaurs)

BEST SPACE FACT/ SCI-FI/FANTASY AWARD

As of the 2005 IPMS Seattle Spring show, the 600 grouping is renamed and restructured to read:

SPACE, EXPERIMENTAL, AND FUTURE TECHNOLOGIES: all scales

601. Space Fact

602. Aerospace Testbeds and Record-Breakers (excludes pure prototypes)

603. Sci-fi, Vehicles

604. Sci-fi, Figures and Creatures (excludes dinosaurs)

BEST SPACE, EXPERIMENTAL, AND FUTURE TECHNOLOGIES AWARD

As well as adding a category 602 (experimentals), we have moved dinosaurs out of Sci-fi etc. Starting in 2005, we have altered 800 group "OTHER CLASSES" to now include 804, Dinosaurs/Animals. Previously, 804 was Miscellaneous; that is renumbered category 805.

As well as altering the 600 group and adding a category in the 800 group, we have made a title change within the Diorama category. Category 704, which was entitled Space Fact/Sci-Fi/Fantasy, is now entitled Space Fact/Future Technologies/Fantasy (including dinosaurs).

For future reference, keep in mind that any category that is well-populated can be split into subcategories at the discretion of the team leaders and head judges. If any group of modelers would like to have more recognition and more sub-divisions within their areas of expertise, all they have to do is build and bring more of those models. When the same categories are split several years running, we can then opt to make them their own permanent categories. So bring the models!

Feel free to post this notice to any modeling message board.

Skyway Model Shop Sales

Skyway Model Shop 10th Anniversary Sale: November 26, 27, and 28 (the weekend after Thanksgiving). At least 20% off everything in the store. Half-price specials just for earlybirds!

Skyway Model Shop Christmas Sale And Party: December 11 (Sale & Party) & 12 (Sale & Leftovers). At least 20% off everything in the store and 50% off on selected items. On Saturday refreshments will be served from 5pm until 8pm.

Skyway Model Shop, 12615 Renton Ave. S., Seattle, WA 98178. (206) 772-1211
skyway@nwlink.com

Memorial Day 2005 Display

by Brad Bytnar, Forest Lawn
 Funeral Home and Cemetery

We are putting on our annual military exhibit and display over the Memorial Day weekend of 2005, May 28-30. The display is located at Forest Lawn Funeral Home and Cemetery in West Seattle. Our display is mainly military memorabilia from the Civil War through modern day. We have collectors from all over Washington state display their items and vehicles. We however would like to expand the display to include a plethora of model military vehicles of all sorts (ships, vehicles, airplanes, etc). We will be having prizes for the best looking model etc. We would have all models in either glass cases or behind a roped off area. At this event, we have had in the past years upwards of 2,000 people come through to see and take photos of the exhibit and vehicles, and speak to with the collectors and owners.



On Memorial Day, we will be having a military guest speaker and flag honor guard for our 77th Annual Memorial Day Service. This is a community event which includes Cub and Boy Scouts placing flags and crosses on the graves of all veterans in the cemetery. We would like to extend an invitation to IPMS members to come and partake in the Memorial Day Weekend events in 2005. This is a fun weekend and we all hope that IPMS could even make it better. We look forward to talking with you and making your group a welcomed addition to our events. If you would like more information, please call me at (206) 932-0050.

2004 IPMS Vancouver Fall Show, or “Wright Rights a Wrong”

by Andrew Birkbeck

I traveled up to Vancouver, BC on Saturday, October 9 for the annual IPMS Vancouver Fall Show with fellow chapter member Jay Mullins. Sadly, prior to the show I discovered that I was at the opposite end of the modeling spectrum from our esteemed President for Life, who claims to have managed nearly a dozen completed models for 2004. While I had started about a dozen models since last year’s Fall Show, I hadn’t actually finished any! Jay however made up for my delinquency by bring along a dozen models to enter, so from a “car load” standpoint, we didn’t do too badly.

The weather on show day was suitably miserable, with plenty of rain, very heavy at times. The rain lasted all day, on both sides of the US/Canada border. However, lots of modeling talk made for a pleasant trip, and the border crossing into Canada took less than five minutes.

The show was held at the Bonsor Community Centre in Burnaby, next to the Metrotown Mall, where it has been for the past five or so years. Jay and I arrived exactly at 9 am, having departed Seattle at 6:30 am, so you can see it was indeed a smooth and quick trip up. Taking our money at the door was the lovely Patty Holmes, wife of modeling genius Wayne Holmes. Entry was a very reasonable Can\$5 for Jay with all his models, and \$2 for those like me who couldn’t get anything ready in time.

Once Jay entered his models, we headed off to the vendor room. If I could make one strong recommendation for those show organizers who like to stuff a large number of vendors into relatively small, unventilated rooms: invest in some of those plug-in “air fresheners” from Johnson and Johnson. As with the former IPMS Seattle show venue of The Armory,

the vendor room at Burnaby soon filled with the lovely aroma of “Au de Modeler”. Pepe Le Peu would have been right at home. But I digress.

To this author, the prices being asked by the vendors this year were at the high end of the scale, considering that for the most part the models, books, and decals for sale were all “last year’s second hand goods”. I saw only one vendor offering “new items”, all the rest were selling second, and in some cases, third hand goods. As a consequence of the high prices, and the “nothing much new” situation, neither Jay nor I spent a single cent with the vendors. And at the end of the day, a very large percentage of those second hand goods went right back into the storage boxes the vendors had brought with them that morning. Sales did not seem brisk at all.

As for the model contest, there were 632 walk-in visitors, up nicely from last year’s 500. Sadly, only 125 of these visitors brought contest models, although they did very well by bringing 460 entries. Generally speaking it was a well balanced field, with a good showing in most categories. Overall I felt the armor modelers showed the highest overall caliber of entries, with fewer “duds” and far more “very good” to “excellent” entries. Jay felt likewise.

In the aircraft categories, there were some surprising results. There were “only” 12 single engined prop aircraft models in the 1/48th scale category, vs. 13 in the 1/72nd scale category. For the past many years

1/48th has vastly outnumbered 1/72nd entries in aircraft. This year there were 17 twin engined 1/72nd prop entries, again, vastly outnumbering the 1/48th category. Also surprising were the Civil aircraft entries, which totaled a respectable 19 entries in all scales. The surprising thing was that for the first time in my memory certainly, there wasn’t a single jet airliner entry. At even the smallest shows I have attended in the Pacific Northwest, there are usually at least three or four such models. Not a one in Vancouver, go figure.

What I like most about the Vancouver show is the “different” models that show up, compared to most of the US shows I attend. While there are the usual Sherman and Tiger tanks, P-47s and Spitfires, there are also many “different” models, such as the following from this year: Bristol Bombay, Northrop Gamma, Lockheed Vega, Avro Vulcan, Fairey Firefly, etc. Not to mention a scratchbuilt Reid and Sigrist Snargasher. Oh, and non-American car model subjects, such as Porsche 911s rather than yet more Ford Mustangs.

A large number of IPMS Seattle members made it up to the Vancouver show this year, although not as many as in previous years, no doubt due to our Chapter meeting falling on the same day as the show. Of those who did make it up, familiar names appeared among the 2004 Trophy Winners. George Stray won Best Allied/NATO Armour with his 203mm Soviet howitzer in 1/35th scale. President for Life Terry Moore won the Best TV/Movie



photo by James Tainton

Monster award with his black and white rendition of *The Thing*. Tim Bradley won Best Civilian Aircraft with his novel Beech 18, while Craig M. Rosner, PhD won the daily double with his *USS Hickox* winning Best Naval Vessel and Best Diorama. Well done to all these winners, and also to those like my traveling companion Jay Mullins who won various First, Second, Third, and Highly Commended ribbons.

And finally to the subject of my rather strange article title, "Wright Rights a Wrong". On the day of the show, the Best in Show award went to a sailing ship model titled *Le Coureur*. While a very nice model, at the time it was announced, I found it rather strange that this ship model had won Best in Show, but hadn't figured as Best Naval Vessel. So in researching this article, your intrepid reporter e-mailed Warwick Wright, the Contest Chairperson, regarding this apparent anomaly. Perhaps, I reasoned, "Best Naval" referred only to military naval vessels? That could explain Craig Rosner's *USS Hickox* winning Best Naval yet another (non-military?) sailing ship being Best in Show?

Alas, it was even less complicated than this. What happened was this: the judging panel assembled to vote on "Best in Show" went around the judges, asking for the names of the winners of the major categories: Best Naval, Best Aircraft, Best Armor etc. Unfortunately due to a paper shuffle error, the Best of Show judges were handed the name *Le Coureur* rather than *USS Hickox* for Best Naval. Of the models submitted, *Le Coureur* was voted Best in Show. However, since *USS Hickox* was actually the Best Naval winner, it should have won Best in Show. Once I pointed out this anomaly, to his credit Warwick Wright talked to those involved, and a "new" Best in Show was announced: Craig M. Rosner PhD's *USS Hickox*. If such judging snafus can happen at such highly organized events as the Olympic Games, why not at local model shows! However, the wrong was righted by Wright, and this being a hobby and not brain surgery, hopefully everyone can laugh this one off in the spirit of, well, whatever.

Zvezda 1/72nd Scale MiG 1.44

by Bill Osborn

Have you noticed a trend in my subject matter as to the type of models that I've been bringing to the meetings lately? I was hoping that somebody would come out with a kit of this big MiG. I was just a little concerned when I heard it was going to be Zvezda, as I am also doing a Su-39 from their line. The -39 is not a bad kit, but it does leave a bit to be desired (but that's another article).

The MiG is a whole 'nother story. This kit matches the best kits for fit, molding, and details. The instruction sheets (five) are of the exploded-view type, and very clear as to where parts fit. They are, of course, multilingual and just a little care needs to be used to locate the info you are looking for. So far the part fit is very good. The only need for filler so far is on the upper lip of the air intake, and a few sink marks, but not all that much is needed. The model can be built with the gear down or up as the kit comes with a large clear two-part stand. When was the last time you saw one of those in a kit? The canopy can be posed either closed or open, as you get two nice struts to hold it up.

The build is easy as most everything can be made in sub-assemblies. The nose takes the cockpit tub, intake, and canards. The aft body gets everything else. There is a choice of two exhaust nozzles, open or closed. The nozzles also are poseable, as the MiG has thrust-vectoring exhaust. There are support tabs on the gear doors (what a good idea) that need to be removed if you build the model in the flying condition. Panel lines are fine and there are not a whole lot of them (another good idea). There are almost no noticeable mold lines on this kit. See what happens when somebody checks the drawings!

The only error I've found is the color scheme. The plans say to paint the upper surface Intermediate Blue with Light Ghost Gray lowers. This is wrong twice; Intermediate Blue is way too dark, and the blue goes on the lower surface. You do get the choice of two markings. I don't think more than one aircraft was built, so they must have added some new markings and changed the number. My references show the aircraft with a very badly over-sprayed paint job. The electric panels were all shown with over-spray on all panels. I've seen Russian aircraft up close and while the workmanship wasn't all that great, the paint jobs were not that bad. Anyway, I'm going to clean mine up. Even with references I don't think a bad paint job on the real thing would look good on a model.



I took the model to Vancouver, B. C. for their contest, and without a lot of color and markings it didn't make a showing. Several people wanted to know the heck it was. Maybe it was worth it after all. I think I did err with the top color. It came out darker than the color pictures I have. Don't always trust the instructions when it comes to paint!

Aircraft Oddities

by Hal Marshman Sr.

As you get deeper and deeper into the hobby, and researching what you're building, various small things come to your attention. Modifying your models to reflect these odds-and-ends mark your progress towards becoming the modeler you want to be. Few of us are satisfied with our current standing, always looking to improve our end products. The old modeler's workhorse, the Bf 109, is one such subject, with more little items becoming known all the time. Some of the items are well known, but not incorporated into the more popular kits. Check out what follows, and see if you were aware of them.

The Hasegawa kit of the 109K-4 features a pitot tube that points somewhat downward. Do not correct this, it's authentic, and also applies to the G-10 and some G-14s. Pays to check photos on these.

The drop tank on 109F/G/K variants are off-center to the left. The Hasegawa guide holes are correct, so do not modify them.

By now, many folks know that the fuselage top and bottom seams show on the real aircraft, and should not be filled and smoothed over. Unfortunately many contest judges are not 109 aficionados, and not being aware of this fact, will dock you as having not filled your seams. Actually, on the real bird, these are really an overlap, and are just so slightly off center, but not enough to be evident in a 1/48th scale model.

The underwing radiator intakes, and the nose oil cooler intake, on the Hasegawa kits need improvement, with a vertical brace or stiffener being needed in the center of the opening. A really nice modification is to depict the exit flap on the oil cooler in the open position. A nice small touch, pretty much akin to depicting the tailwheel in a turned position. In other words, a little bit that adds immensely to a candid view of the airplane.

Now, just so you won't think I'm too solid a Bf 109 nut, here's a good old USAAF item. In the late Jeffrey L. Ethell's book, *P-40 Warhawk in WWII Color*, there's a nice overhead shot on page 36 of a -N bird at Adak, Alaska in 1943. This interesting shot reveals something that is absent on most three-views of this airplane, and also absent on both the Mauve and AMT versions of the -N. There is a frame at center top of both the fixed rear canopy, and the sliding portion, running fore and aft. In addition, the pic also shows portions of four other Warhawks, being another -N, and three -E types. In the views where the rear of the prop is visible, there are no yellow tips displayed, meaning that they were applied to the front only. I don't know if this was a Curtiss thing, or an operational refinement, but there it is.

So my friends, there you go. Just a few little goodies to chew on, and perhaps adapt into your builds. Anytime you display kits with such modifications, be very certain to make mention of them on your entry form. Yeah, I know that some judges don't read them, but many of us do, and at least your rear end is covered.

DRAW Decal - Grumman F6F-3 Hellcat, "Little Nugget"; Boeing 737-500 Smart Wings - All Scales

by Chris Banyai-Riepl

Here are two new colorful and exciting decal sheets from the ALPS master, DRAW Decal.

First is a very unusual Hellcat. In 1970 Alaska Airlines CEO Charles Willis, Jr. owned an F6F-3. Not wanting to have a Plain Jane airplane, he decided to paint the Hellcat in the company colors of his fleet. Drawn by IPMS Seattle member Tim Bradley from info provided by IPMS

Seattle President Terry Moore, this sheet is another in the "Golden Nugget" series he is working on. If you're a Hellcat junkie, this is one decal sheet you'll have to have.



Second is a Boeing 737 from the new airline, Smart Wings, from the Czech Republic. This airplane is a -500 model, meaning that it's a shorter 737-300. For the 1/200 scale crowd, Hasegawa has a 737-500 kit. For those who are into bigger kits, it's a simple matter to chop down the Minicraft 737-300 fuselage, or wait for the upcoming Daco kit, which I hear is due out any time now.



These two decal sheets get my "Two Thumbs Up" on all counts, especially the Hellcat. Talk about an eye-catcher! Many thanks to DRAW Decals for the review sample sheets.

[Thanks once again to Chris and www.internetmodeler.com for permission to use his articles - ED]

The Bagram Hobby Club: Honorary IPMS/USA Chapter

by Sgt. Dave Roof

IPMS/USA Member and HyperScale Regular Sgt. Dave Roof is serving with the US Marines in Afghanistan, and he has started a Model Club "In Country". Dave reports on the progress of the club:

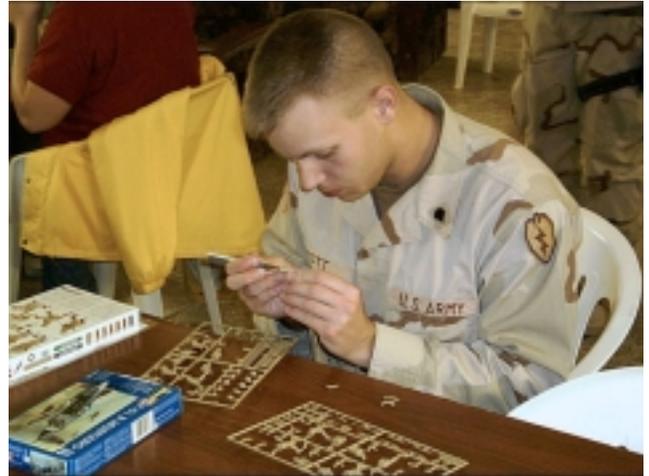
Our club is now up to 50 members and we are growing. Unfortunately, due to conflicting work schedules, not everyone can make it each week. We had 29 people show this week, of which a few left before we took the photo.



The tall gentleman centermost in the back of the group in the picture above is Mr. Chuck Younglove, the head of MWR. He has been instrumental in getting us the building where we currently meet and he recently was able to acquire a separate building for us to use. This new building will be set up with individual work stations, five airbrush stations, and will be open seven nights a week and manned by myself and a couple of other volunteers during the evening hours.

To date, we have received approximately 275 models and have given out over 150 of them! We have also received dozens of tools, paints, magazines, and books that the members can check out a week at a time.

We have confirmed donations from Minicraft, MRC/Academy, Revell-Monogram, Cobra Company, and Squadron Mail Order. Some of these were organized through IPMS-USA 1st Vice President John Noack, and the rest of the IPMS-USA gang. The Las Vegas IPMS chapter went above and beyond the call



with a huge monetary donation in the way of providing us with a credit at Squadron! Squadron's donation was an amount equal to the LV chapter's and will provide the BHC members with an opportunity to purchase those supplies, kits, etc., they want

possible without the unselfish and generous donations of everyone back home.

From all of us in the Bagram Hobby Club...**Thank You!**

Semper Fidelis,

Dave Roof
SSGT USMC

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HMLA-773
Hobby Club
APO AE 09354
RoofD@baf.afgn.army.mil

that don't get donated.

This venture has been a huge success and the word is rapidly spreading throughout the base. We are even getting requests from some of the Forward Operating Bases and from individuals in Kabul! However, I must say again that none of this would have been



The U.S.S. *Hornet*, CV-12

by Paul A. Ludwig

Trumpeter makes a very nice kit of an *Essex* class aircraft carrier, of which there were fourteen, and the U.S.S. *Hornet* of the *Essex* class is available for viewing in Alameda, California. The *Hornet* is perhaps the most famous of that class and may be the most successful warship anywhere, anytime. On 24 July 1969 it was the recovery ship for the Apollo 11 astronauts and President Richard Nixon welcomed the Apollo crew aboard the *Hornet* to a worldwide television audience. Four months later the Apollo 12 crew was picked up by the *Hornet's* men. In World War Two its gunners and pilots shot down 1,410 enemy aircraft. The CV-12 was commissioned on 29 November 1943 and was decommissioned on 26 June 1970. It is now a floating museum and registered as a national and state historic landmark.

April 1942. CV-8 was sunk six months after that raid. The Navy wanted, needed, and got another *Hornet*.

My Squadron, VA-145, and I flew from the *Hornet* CV-12 for six or seven months in 1957 and a very few of us held a reunion at Alameda last month to be near the *Hornet*. Our numbers are dwindling and six former pilots and the former Air Intelligence Officer and three wives attended the reunion. Two men declined to attend and another had a previous commitment. All the others are gone. When one of the former pilots living not far from Alameda asked us if we wanted to meet and see our ship once more after 47 years, I was very eager to agree to meet. I wanted to see the ship - especially my old bunk room, which was surrounded by steel and noise and filled with 27 junior officers. It is still called the 0101 Junior Officers' Bunk Room but the steel plate above the door (hatch) says only "0101." Above the room itself are the forward catapults and ahead of the room

Sleeping in the 0101 was like living inside a drum and any object that hit the metal cage we were in caused a noise that reverberated like a drum's noise would. The all-weather bow was a few yards ahead of our sleeping quarters and one night the carrier ran into a bad storm, crested a wave, sunk into the trough and pounded nose-first into the next wave. The noise was like a bomb going off. I woke up in a cold sweat thinking we had been hit. The wave sent green water over the flight deck and white water into the crow's nest. The next morning we saw bent metal that previously had been exposed I-beams. There was some night flying on good nights and the catapults shot aircraft over our heads with a common noise we came to ignore. Life in the 0101 was a memorable experience. On another night, some merry pranksters carried an unattached tailhook down our passageway, through our hatch and stood it on end before closing the door and running away. The sound of that tailhook hitting the steel deck was like another bomb going off. It wasn't all work and no play on the ship.



There were eight ships named *Hornet* and the first dates back to 1775. The seventh *Hornet* - CV-8 - was the launch platform for Lt. Col. Jimmy Doolittle's Tokyo raiders whose B-25s left the *Hornet's* deck on 18

are the anchor chains storage, and beyond that is the enclosed, all-weather bow. Talk about constant noise when we were at sea!

I knew last month that the flight deck and hangar deck were too common to retain a personal touch in my memory - compared to 0101 - but I wanted to see the flight and hangar decks which once were so alive with activity. I had made some memorable takeoffs and landings on that deck. The memorable ones are the ones I hesitate to talk about. There weren't many of those. I also wanted to see the Ready Room and the Officers' Ward Room. The former pilot who organized the reunion asked if we wanted to hold a reunion and he received a thumbs up from everyone who wanted to see the *Hornet* again and I made plans to meet my squadron mates on time last month.

Alameda is a small island a few hundred yards across the water south of Oakland and today, Alameda is a family-oriented small city. Until the Navy divested itself of the Naval Air Station and the Naval Base, Alameda must have been a true Navy town. Today the city of Alameda is a rather

beautiful, tree-lined, quiet bedroom community but the northwest end of the island is a ghost town. Alameda NAS and Base are huge areas filled with huge hangars and buildings separated by a grid of very wide thoroughfares down which aircraft once taxied. Anyone who has lived on a military base remembers the thriving activity and purposeful air about the place, but Alameda NAS today is a windswept nothing, being prepped for urban renewal and for commercial and leisure expanses. It is sad to see no cars or people or aircraft come and go. Sad too, that so much construction is unused. Taxpayers put Alameda NAS on the map and when it mattered, Alameda was a top-notch base serving the Navy and America through several wars.



The old J.O. bunk room was our tour guide's first stop and it overwhelmed me to arrive so suddenly at the place I wanted most to visit. Our docent led us from the hangar deck through a doorway (hatch) down a hallway (passageway) and into the room (space). There I was, face to face with the cramped area that meant so much to me so long ago. Our squadron's four junior officers had the two double-bunks

just inside the hatch to the left and even though the Navy had made many upgrades to the *Hornet* since 1957, it had not changed 0101. How I vaulted myself up to the top bunk every night for six months was now a mystery because I trip over our dog at home. The mattress in my bunk was approximately a foot and a half beneath steel I-beams and cables. Four of us shared a closet and each of us had a drawer. These days I collect stuff as I walk through a store. Back then, less was more.

The Ready Room was where the squadron business of flying Skyraiders took place but it also was where we hung out when not eating, flying, sleeping or sight-seeing. In those days there were small lockers for which we had our own locks and in it we put money and our .38 pistols (used for attracting attention at night if we were down in the water). Perish the thought. The hatch to our Ready Room was two steps from a stairway (ladder) leading to the escalator leading to the flight deck and we went from briefing to aircraft in one or two minutes. When a Ready Room is in use, it is filled with pilots and officers making the room appear to be larger than it is because of the passion involved in being a military person amid other military

persons, and last week, the room appeared disappointingly small. It was dead quiet in there. Some of the old leather-covered, reclining chairs were the same as years ago and the former teletype monitor had been replaced by a TV monitor. The Duty Officer's desk and phone was where it had always been, at the front right-hand corner of the room. I got into trouble there one day. I was the Duty Officer for VA-145 and a launch was in progress when the Air Boss - an officer chosen for his sharp voice and command of attention - phoned me and demanded to know why a four-plane launch had only three. I volunteered to fly instantly, forgetting to delegate authority to someone to be Duty Officer. I flew the mission but when I returned to the Ready Room the Skipper cornered me and asked why I had vacated my duty station. Vacating a duty station is near to going Absent Without Leave. I told the truth and the Skipper did not even slap my wrist, as they say. He was very generous and did not confine me to quarters, or worse.

The Officers' Ward Room where we had our meals was so totally changed that I did not recognize anything about it. All the

Continued on page 13

Hurricane Bookshelf: Sinister Shadow, Down Deep

by Scott Kruize

Halloween reminds me of the hobgoblins and demons, ghosts, ghouls, and monsters that the child me had daydreams and even nightmares about. Their sinister shapes have no power over me now, but one shape still does...

Interest in the particular aircraft described by this series doesn't preclude my study of other historical events. I'm aware of submarine warfare, for example, and can prove it by quoting from the June newsletter:

"Hurricanes were also [in battles] where one doesn't normally think of fighter planes at all. Like the Battle of the Atlantic: besides ...attack[ing] French seaport facilities and Luftwaffe airfields, Hurricanes also guarded Iceland, blasted off from hastily-converted merchant ships in convoys at sea to confront the Focke-Wulf 'Condor' menace, and served as pawns-and-payment to bribe Portugal into letting the Allies operate bases in the Azores..."

The major danger was from submarines. I can't imagine how Allied sailors ever escaped having its stark and sinister shape haunt their waking thoughts and disturb their precious sleep for the entire duration of the war, or even afterwards...

That shape holds a morbid fascination for us all. We stared at the Revell model Bob LaBouy brought to a recent meeting, admiring yet dreading it, and reminding ourselves that it was only a trifling 1/72nd of the size of the real thing. Imagine the effect, then, of unexpectedly coming across this same sinister shape, three hundred and ten feet down in our own home waters.



Bill Nagle's boat, the Seeker, first used to find the mystery U-boat

The book is entitled *Shadow Divers* and was written by Robert Kurson about a discovery that took place in 1991. The book was published just this year. My wife Sandra heard about it on National Public Radio and brought it home from the library for me.

The adventure began when a very experienced sailor by the name of Bill Nagle caught a hint from a fisherman that there might be a wreck off the New Jersey coast that was quite unknown. He had a strange feeling about it and took a dozen very experienced divers out to the site.

Much to their surprise, they came across a German U-boat, savagely torn apart from some cataclysm that left the entire conning tower lying next to one side of the hull, with the whole crew still aboard. There was no record whatever of any U-boat wreck in this vicinity, not even in the most tentative or incomplete wartime report. They christened the wreck the "U-Who" and started combing it for clues to its identity. Some U-boats, it was known, had simply sailed away on missions and never returned.

Three hundred and ten feet down is at the very limit of depth that even the most skillful scuba divers dare reach. The almost endless list of dangers to even dive that deep, much less penetrate the shattered hull of a wrecked ship, are explained in excruciating detail in this book. "U-Who" ultimately claims additional victims for itself...

Other divers - those that survived - drop away from the hunt, one by one, but two, Richie Kohler and John Chatterton, stay with it. At odds at first because of their different diving styles, over time they became united in their devotion to this odd form of un-dead history, and their respect for the sailors who died on board the submarine. They start with the wreck, expand their search to naval archives in Germany and Washington, D.C., and stay with the mystery until they finally solve it. They force themselves over the assumption we all tend to make, that "History" is known, fixed, and documented. Poring through old, inconclusive naval signals and sketchy combat reports, they realize that many files were "closed" without sufficient evidence. They read private

journals, meet frail veterans who still have untold war stories, and finally track down the descendants of the doomed crew.

They saw the project from beginning to end - such as it is - even reaching tentative understanding of how this particular warship met its end. Overall, the book is a history, a mystery, a biography - and an adventure. And a grisly-fascinating, detailed look at that stark and sinister shape that still, after over half a century, has a hold over us.



Determined diver/detectives Chatterton and Kohler



Crew of the finally-identified "U-Who"

Airfix 1/72nd Scale Concorde

by Chris Banyai-Riepl

The Concorde, which crosses the Atlantic at 1,350 mph, first flew in 1969. Since then, the Concorde has traveled around the world, but its most common circuit was the trans-Atlantic voyage. Flying at almost 60,000 feet, the Concorde avoided turbulence as it crossed the Atlantic in a mere 3.5 hours, less than half the time regular jetliners took. Airfare for these trips averaged around \$9,000.

While the Concorde enjoyed an excellent safety record, on July 25, 2000, an Air France Concorde crashed, killing all on board. While the cause was not associated with any fault of the aircraft, by 2004 all of the Concorde's in both British Airways and Air France fleets were retired, with all surviving examples finding their way into museums.



The small photo above does not really put into perspective just how big the box for this kit is. At 865mm (a little over 34 inches) in length, this is a large model that requires a large box for its 90 pieces. On the positive side, though, while the finished model is long, it has a narrow wingspan, so it should not pose too much of a problem in the display case. To make things even easier, Airfix has designed the kit for three possible display options: on its gear, on a stand, or hanging from thread.

On general overview, this is as complete a kit as you could possibly get. The plastic parts are molded in white, silver, and black

plastic, and feature recessed panel lines throughout. The tires are done in vinyl, an interesting option. Included with the plastic comes a set of paints, some brushes, glue, and a tube of Clearfix for filling in the cabin windows. All this for the low price of around \$35 makes this one heck of a bargain, but this does not mean corners were cut. In fact, the detailing is quite good, and the decal sheet is simply amazing. More on that later...

The instructions start the assembly with the engine pods. These are a complicated affair, much like the real thing, with intake ramps, engine faces, and exhaust nozzles complete with clamshell reversers all fitting into a two-piece pod. All this fun, and you get to do it twice! The finished engine pods will look quite accurate, though, and do a good job of presenting the power of those Olympus engines.

Moving to the fuselage, the next big step is the cockpit. This is provided as a one-piece floor, with separate instrument consoles for the center station between the pilot and copilot as well as the engineer's side station. A separate instrument panel is provided, and decals are included for all of the instruments. Three seats and two control yokes finish off the interior, and it will be interesting to see just how much of this is visible once the nose is together.

Speaking of the nose, the front section of this kit is designed to droop down, just like the real thing. To do this, the folks at Airfix have engineered a complex arrangement of arms that all need to be aligned right in order for everything to work. The instructions are clear, though, and there doesn't appear to be any potential areas for hangup if you should choose to go this route. For the modeler who prefers to have everything fixed in place, skipping these steps will greatly reduce your build time.

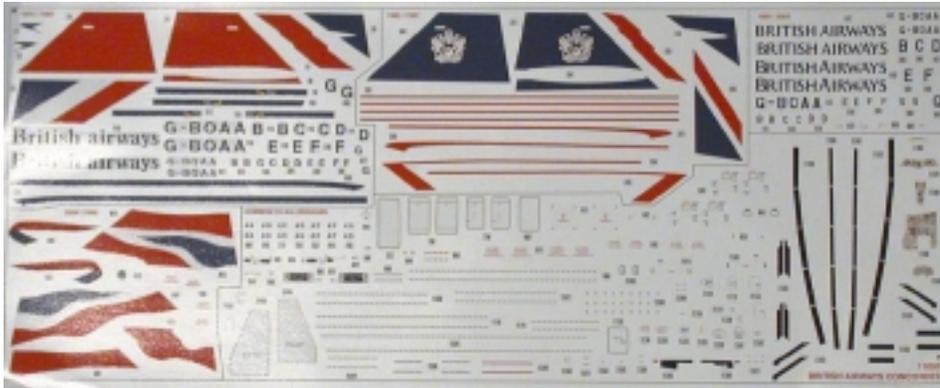
The fuselage is split into ten pieces: two main cabin halves, two tail halves, two cockpit halves, and two nose halves, with a separate nose cone and tail cone. Luckily

all of these are keyed in one way or another, which should eliminate any alignment issues. The cockpit windows, both the fixed portion and the moveable streamlined portion, are clear and should show off all that detail. The cabin windows are hollow, and those are filled with the tube of Clearfix. These windows are pretty small, though, so it might be better to just fill those in and use black or dark gray window decals.

Moving on to the landing gear, the tall, spindly struts are nicely done in this kit and nicely capture the look of the real thing. For added strength, the main gear struts have a center post that is sandwiched between the two plastic pieces, which should ensure that the model will remain on its gear in the long run. The nose strut is sufficiently beefy in construction to hold up well, and all the extraneous actuators and such are included. Also present is the tailwheel strut.

The last big assembly point for this kit is the wings. This has a one-piece lower section that incorporates part of the fuselage, with right and left upper wing halves. The main gear bay is separate and fits into the one-piece lower wing. The tailwheel also has a separate bay provided, while the nose gear bay is molded in place. The elevons are separate pieces, as are the actuator fairings, so the more ambitious out there could reposition these easily. The remaining details include blade arials and antennae, the fuselage strakes (which seem too high on first glance), and the usual wheel doors and such. Tack on the engine pods, and your Concorde is ready for paint.

Painting this model will be very easy. Basically, paint it white. The engines will get some metal treatment, but for the most part, once the base coat of white is applied, the rest of the finish work is done with decals. The decal sheet in this kit is truly amazing, as it fits the bottom of the box in width. For those of you who want to do an Air France Concorde, you will want to pick up the Heller release of this kit, as



the Airfix kit comes with nothing but British Airways markings. You get **all** the liveries worn by British Airways Concorde, from their entry in service in 1976 to their retirement in 2004. The first option, dating from 1976-1984, has the classic red tail tip, with a straight cheatline through the windows. The second option, 1985-1997, replaces the red tail tip with blue, and modifies the cheatline to somewhat take on the Speedbird design.

The final option, 1998-2003, eliminates the cheatline altogether and has a wavy Union Jack segment on the tail and a stylized Speedbird ribbon on the forward fuselage. Unfortunately this is the only fault of the decal sheet, as this scheme has a very prominent shaded format to these design elements, and the decal is presented in solid color. The rest of the sheet is amazing, though, with complete registrations for all the BA Concorde and a complete set of stenciling that will have you decaling for days. The end result, though, will be an excellent model of the Concorde.

This is an outstanding new release from Airfix, and I hope that it marks the beginning of a spate of new releases from this company. The historical significance, coupled with the impressive size, will make this a popular kit for all modelers.

My sincerest thanks to Hannant's for getting this review copy to me in time for this issue. I have always been impressed with their service, but this was a truly outstanding performance on their part.

USS Hornet

from page 9

tables and chairs were gone and the floor and walls were a different color. It was just another room. Our Air Group 14 had four full squadrons, a helo detachment, an AD-5W detachment, a jet photo-recon outfit, and two huge AJ Savage heavy bombers on board.

Today, the *Hornet* is an underfunded historic landmark. The week prior to our reunion, Hollywood wrapped up final filming of XXX-2 starring Vin Diesel, and on the Wednesday I arrived - two days

prior to our going aboard - I saw Hollywood crews pick up fake army tanks and other assorted things used in the movie, such as the shell of a helicopter that was blown up for a scene. All the movie equipment was put on trucks and sent to Los Angeles. Filming caused vehicles to chew up parts of the hangar and flight decks and Hollywood is paying for restoration. Most of the original aircraft carrier is there for modelers to take note of, yet the arresting gear is gone and part of the flight deck is torn up. To draw greater interest, the carrier usually has a very clean F8U, an S2F, a stripped FJ-2, a good helo, a ruined F9F-5 and some other badly deteriorated aircraft, but there is an F-14 that looks new and a TBM that once was a forest fire water bomber which is in good shape. There is ample free parking and the charge to go aboard is \$14 for the average adult. Areas may be rented for special occasions and there is a gift shop and a hot food sales area. There is a "Youth Live-Aboard Program" that brings kids to sleep in the bunk I once used. For any modeler who finds himself or herself near Alameda during the making of a kit of an *Essex* class carrier, this is the place to go.



Book Review/ Recommendation - John Biggins Books: *The Emperor's Colored Coat, Sailor of Austria, The Two- Headed Eagle*

by Stephen Tontoni

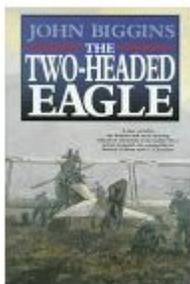
When I read *The Two-Headed Eagle*, I didn't realize it was the third book in a trilogy written in the early 1990s by John Biggins. Biggins did extensive research on WWI and the Austro-Hungarian Empire in order to write these historical novels. They recount the exploits of Ottokar Prohaska, a Czech-born Austrian naval officer (Linenschiffsleutnant) just prior to and during WWI. All of these books are written in the voice of Prohaska, as an elderly man retired in Wales and recounting his fantastic history.

In *The Emperor's Colored Coat*, Prohaska is in the navy at the very beginning of the war. As the Austrian Navy was all but bottled up during WWI, Prohaska requested to be trained as a pilot. After some amount of resistance from his commander, he was sent to become a pilot, but due to an injury, he was assigned to the worst river gunboat in the navy. This set him off on a series of wild adventures after a sexual encounter with a Polish countess. These adventures ranged from the military to the romantic and the totally sensational. Always woven into the fabric of the story is a thread of factual history, making this even more of a fun romp.

In *Sailor of Austria*, Prohaska is now a submarine commander operating off the coast of Italy. Prohaska and his submarine face incredible challenges not only in the infant submarine technology of the time, but also in the myriad of languages which all officers of the Austro-Hungarian empire were required to speak in order to command their men. The tense political situation between Germany and the Austro-Hungarian Empire during WWI is

also highlighted. In fact, due to faulty information, Prohaska's submarine was accused of sinking a German submarine and Prohaska was seconded to the Austro-Hungarian Fliegerkorps to get him out of the way.

That formed the basis of *The Two-Headed Eagle*. According to the dogma of the Fliegerkorps at that time, officers would command aircraft, but rankers were the actual pilots. This situation caused some trouble when the pilot and the commander of the aircraft spoke different languages. *The Two-Headed Eagle* is easily the best of the three books; it's full of technical details that historians and flyers would enjoy reading and the characters have many comedic moments.



These books are available through Amazon, but they aren't cheap; even paperbacks are in the \$20 range. There's good news though; they're all easily available at the local library. If you are looking for some inspiration for your modeling or maybe a break from it, check out these books; they're great fun.

Pavla 1/72nd Scale Photo Reconnaissance Spitfires: PR Mk. IA, PR Mk. IV, PR Mk. VII

by Chris Banyai-Riepl

With the great number of Spitfire kits out there, it is surprising that there are still marks that have not been produced. Such

is the case of the photo reconnaissance Spitfires, which often have some rather distinctive camouflages. This conversion set by Pavla answers that call, with the necessary pieces to build any one of three early PR Spitfire variants. The set includes two wheels, two seats, a fuel tank, a replacement deeper chin piece, an Aboukir filter, a camera blister, and two external tanks. Also provided in this set are two vacuformed canopies.

To finish this set off, there is a small decal sheet with three aircraft options. The first is the Spitfire PR. Mk.IA that flew the first reconnaissance mission over the German fortification at Aachen on December 18, 1939. This plane is described as being painted in overall "camotint green," a color which I am not familiar with. As for markings, this plane has only fuselage and upper wing roundels, in addition to the serial number N3071.

Second on the decal sheet is a PR Mk.VII (Type G) Spitfire of 140(AC) Squadron in September and October 1941. This plane, coded ZW-C, is finished in the typical Dark Green/Dark Earth camouflage, with standard roundels in the usual six locations. The final option is a PR. Mk.IV (Type D) Spitfire of 74 OTU out of Petal Tiqva, Palestine. This plane is described as being overall dark blue (perhaps PRU Blue?) and is marked with a white X. The roundels on this plane are a medium blue and red, while the serial number is in a medium blue.

This is a very simple conversion that will add some interesting Spitfires to your collection. There is not much in the way of cutting required here, so this would be an excellent first conversion for a modeler wanting to branch out into new territory. My thanks to Pavla for the review sample.

Movie Review: *Sky Captain and the World of Tomorrow*

by Scott Kruize

I want a P-40 just like the P-40 that Sky Captain flies! Not like **your** feeble P-40!

Sky Captain is a mercenary with a fat contract to defend New York City against all enemies: foreign or domestic, live or mechanical. He can afford the very best!



Whereas **your** P-40 is a replica of one of those stripped-down bargain-basement Army Air Corps P-40s, or British Kittyhawks, for which stingy government bureaucrats weren't willing to give Curtiss more than a measly hundred-grand per. No wonder they're such 'piles'!

That's why **your** pathetic P-40 isn't maneuverable enough to zip down the streets of Manhattan, changing from streets to avenues with right-angle turns. **Your** P-40 isn't powerful enough to vertically climb up the faces of the skyscrapers and back down the other side. **Your** P-40 doesn't have armor-cutting machine guns which can vaporize big steel beams in your way. **Your** P-40 isn't

stressed for water entry at 500mph, nor for cruising at 1,600 feet down in the sea with its patented auxiliary deployable X-powered underwater propulsion nacelles. **Your** P-40 couldn't fly to Nepal, even if it had big ugly awkward drop tanks, and it certainly can't climb high enough to land on the aerial aircraft carriers that mark how "Britannia Rules The Clouds!"

Worst of all, **your** P-40 doesn't even **have** a back seat, much less **Gwyneth Paltrow** riding in it!

If you still have a secret stash of old comic books (nowadays they're called "graphic novels"); if you fondly remember the old Saturday matinee movie serials; if you're not overly skeptical about Webley revolvers and Argus cameras from the 1930s co-existing with atomic robots, pilotless ornithopter strike bombers, and interplanetary rocket ships; as long as your villains are badass, and your heroes and heroines can swash their buckles against insuperable odds - then you need to see *Sky Captain and the World of Tomorrow*. You don't even need to be a computer techie-nerd to appreciate the exotic scenery. (The movie's handful of actors delivered their lines before a 'blue-screen'; there were no sound stages, no

sets, no 'miniatures', no location photography...it's **all** Computer Graphic Imagery!)

Better go soon, though. 'Box Office Mojo' shows each weekend's 'take' worth roughly half the prior weekend's...this movie will soon be gone from theaters. Of course it'll be out on DVD later, but it's *cool* to see New York and the *Hindenburg III*, and the giant robots, and the bad guys' city-sized munitions-storage cave, and the ice bridge to Shangri-La, and the monster-guarded underwater fortress, and the 'space ark' on the big screen, knowing there's really nothing there!

Except, of course, for Sky Captain's P-40 that I'm going to get. They **couldn't** have faked that!

[Normally, there's a vague pre-1965 or so cut-off date for someone to be named a Golden Age Star of IPMS. But since I made a previous exception for Jennifer Connelly in The Rocketeer, I guess I could make another exception for Gwyneth Paltrow, as both movies are inspired by 1930s-style comic books and movies. So I'll go ahead and anoint Gwyneth Paltrow as Golden Age Star of IPMS #27. - ED]



Upcoming Aviation Events at the Museum of Flight

Thursday, November 11, at 2 p.m. commemorate Veterans Day with an official ceremony at the Museum. The University of Washington's Air Force ROTC Detachment 910 color guard will present the colors. Honored guests will include Medal of Honor recipients Maj. Gen. Patrick H. Brady, USA (Ret.), Capt. Richard M. McCool, Jr., USN (Ret.), and Col. James E. Swett, USMC (Ret.). On Veterans Day, Nov. 11, U.S. veterans and current military personnel will receive free Museum admission.

Thursday, November 11, at 3:30 p.m., join us for the *Medal of Honor: Portraits of Valor Beyond the Call of Duty* Book Signing. Acclaimed photographer Nick Del Calzo, along with author Peter Collier, produced the book *Medal of Honor: Portraits of Valor Beyond the Call of Duty* (Artisan, 2003). It captures in Del Calzo's evocative black-and-white images and Collier's moving prose the stories of 117 recipients of America's highest military decoration for acts of valor above and beyond the call of duty, the Medal of Honor. On Thursday, Del Calzo will be joined by three of these recipients: Maj. Gen. Patrick H. Brady, USA (Ret.), a medevac pilot in Vietnam; and World War II recipients Capt. Richard M. McCool, Jr., USN (Ret.) who saved his ship during a kamikaze attack and Col. James E. Swett, USMC (Ret.), who in a single action of 15 minutes, shot down seven Japanese dive bombers.

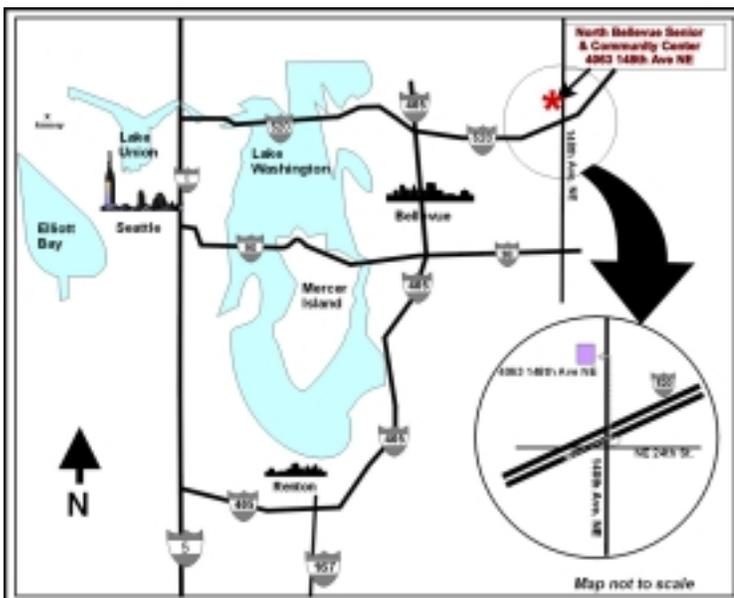
Saturday, November 13 at 9 a.m. in the Personal Courage Wing Quonset Hut meet Don Hillman, World War II American Fighter Ace. Flying P-47s with the 365th Fighter Group, Hillman entered combat in November of 1943 flying escort missions out of Gosfield, England. After downing his fifth enemy aircraft on October 7, 1944 near Cologne, Germany his engine caught fire and he was forced to bail out and was captured by German troops. He survived the winter in an east Germany and was transferred to a prison camp near Munich. He escaped from that camp, but was captured 10 days later and taken to another camp. His cunning and quick thinking ultimately led to his escape once again and this time to the American front lines.

Saturday, November 13, at 2 p.m., is the Medal of Honor Multimedia Presentation and Book Signing. Del Calzo will be reunited with Col. Swett and former Army Sgt. John D. Hawk, USA, a German tank destroyer. Hawk and Swett will reflect on how receiving the Medal of Honor has shaped their lives since their wartime service, as well as on the debt we all owe to all veterans. Del Calzo will share stories of his encounters with Medal of Honor recipients while shooting photographs for his book *Medal of Honor: Portraits of Valor Beyond the Call of Duty*. Following the program, there will be a brief question and answer session, and the speakers will sign copies of the book *Medal of Honor*.

Meeting Reminder

November 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.