

Seattle Chapter News



Seattle Chapter IPMS/USA
August 2005

PREZNOTES



Well, the 2005 IPMS National Convention, held in Atlanta, is now history and for the most part was a huge success. It broke all previous records for attendance, number of vendors, and quantity of models. There were over 4,000 models at the show, approximately 3,200 of which were in the contest, the remainder being in the display only section. Quality was outstanding, as usual. There were a few surprises. I thought that 1/72nd aircraft was way down in numbers than in years past, but 1/32nd scale aircraft was way up in quantity. Sci-fi was also well stocked with entries. Overall, the show was very well balanced with excellent representation in all categories. Unfortunately, I have little idea of who the winners were as the awards presentation totally tanked, due to “technical difficulties”. Other than the George Lee/Judges award and the most popular model, I only saw a few of the winners in the model room afterwards. Modelers were packing up real fast.

The vendor room was huge and varied although I did not see many bargains, even up ‘til the last hour of the show. My shopping list was very short (two decal sheets), although I did manage to find a few things that I could not live without! And it was mostly sci-fi related. However, I managed to buy two resin cockpit sets, but only because they were for the ancient Lindberg Jenny and Stearman kits.

Along with the IPMS convention, there was a second show, Dragon Expo '05, hosted by Dragon Models. The focus of that show was more with large scale toys, although there were some models to be found. Dragon, Tamiya, and Hasegawa all had booths at the Dragon show.

As far as new releases, Trumpeter had test shots of the A-7E and Me 262 in 1/32nd scale, Cutting Edge had a sample of their 1/48th scale PB4Y-2 Privateer (which will retail at nearly \$250!), Hasegawa had their

new 1/72nd Lancaster, and Revell had test shots of their new 1/144th scale An-124 and 1/48th scale Spirit of St Louis. Lone Star Models had their new P-9 catapult kit available but sold out in the first hour. Dang, missed it.

Next year’s show is in Kansas City, MO, in early August and the 2007 show was awarded to Anaheim, CA. Looks like a road trip coming up!

Those of us that attended from Seattle (Andrew Birkbeck, Bill Johnson, Eric Christiansen, yours truly) and who will be at the meeting will offer our own brand of commentary to the show in Atlanta.

In the meantime, I’ve included a random selection of photos that I took at the show.

Since Anaheim is only two years away I’ll probably be driving, it’ll mean lots of room for models in the back of the van. I have been considering (for quite some time now) a group build with the Museum of Flight’s B-17 as the subject. She has carried at least twelve different color

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Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2005 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.

August 13
October 9

September 10
November 12

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

Brian Mulron, 1939-2005

by Bill Osborn

This is not a pleasant task. There is always a sadness when we lose a friend. On August 1, 2005, long-time IPMS Seattle member Brian Mulron passed away in Arizona. Brian had been a friend for almost forty years, and he, his wife Ann, and my wife Audrey and I traveled to several contests and conventions together.

He had his own way of doing things and could on occasion be downright stubborn. This did not make him wrong, that was just Brian. He would argue color schemes with anybody he thought was wrong. Models

went, we had to stop at any and all hobby shops, bookstores and motorcycle shops. My wife seemed to enjoy the motorcycle shops the best. His back garage was full of bikes he had restored or reconditioned.

A few years ago his heart gave out and a transplant was required. The transplant went well, but due to complications, he lost his eyesight. You would think that would stop anybody from keeping to his hobbies, but not Brian; models, books and motorcycles kept flowing into the house. There are few people who can take life as it comes and make the best of it. Brian Mulron was one of them. He will be missed.

- Bill Osborn, his friend.



Brian posing with his Italeri Messerschmitt Me 323 back in 1982

would flow from his workbench, and they were very well done. There didn't seem to be any model he wouldn't attempt as long as it had props. His knowledge of obscure aircraft was staggering. He could be asked color or markings for almost any country, and if he didn't know right off, he had the reference books to look it up.

Besides his modeling, he was an avid vintage motorcycle nut. Wherever we

The Greatest Show on Earth or How to Lose a Game in the Bottom of the Ninth; My IPMS/USA Nationals Magical Mystery Tour

article by Andrew Birkbeck

photos by Terry Moore and Hal Marshman Sr.

Dawn broke warm and sunny here in Seattle on Wednesday, July 20, 2005: D-Day for the IPMS/USA National Convention in Atlanta, Georgia. My suitcase had been packed the night before: an extra large one, with only a couple of pounds worth of clothing in the very bottom as indication that I was actually going somewhere. The rest of the room was saved for all the goodies I knew I was going to purchase in the vendors' room!

My wife drove me to the nearby Metro Park and Ride, there to take the #41 to the bus tunnel buried under downtown Seattle, and from there, a #194 to SeaTac Airport. Total cost: \$1.50, and only 45 minutes total ride time, quite a financial saving over an Airporter Shuttle, and certainly a great time saver for my wife who otherwise would have needed to drive to and from the airport. Highly recommended!

Sadly, it turned out there was no need this time around to have rushed out to the airport. Thanks to heavy thunderstorms around the Chicago O'Hare airport, my Seattle/Chicago flight was delayed before takeoff by 2-½ hours. I could have used an iPod full of Beatles tunes to keep me company, including my theme tune, "Magical Mystery Tour"! However, we eventually got away, and after an uneventful flight (the best kind), we landed in Chicago at around 6:30pm local time, 15 minutes after my connecting flight to

Atlanta was due to take off! But the thunderstorms had been playing havoc with all the flights into and out of Chicago, and my connecting flight hadn't yet touched down from Denver, let alone loaded for the Atlanta leg. Delayed an additional four hours, so more time to kill.

Having exhausted my supply of articles in the two magazines I had brought along for the trip, and minus the iPod, I sat about watching the mass of humanity that is Chicago O'Hare go about its disrupted business. Hundreds of flights disrupted, passengers getting irate or distraught, airline employees feeling helpless, missed connections, cancelled connections. Ah, the joys of modern travel coming up against Mother Nature!

Eventually my Chicago/Atlanta flight took off, many hours late, but once again, the flight was uneventful, and I touched down in Atlanta at 1:30AM Thursday morning. Having prepaid for an Airport Shuttle to take me to my hotel, the Waverley Atlanta, I discovered that it had stopped scheduled service at 11:30pm. Fare non-refundable. So much for pre-planning. Thankfully there were still a few taxis available. Mine was driven by a fellow named Mohammed, a refugee from the wars in Sudan, and a most pleasant conversationalist. This was good, as it kept me from becoming too worked up as the taxi's meter ticked away the miles, \$10, \$20, \$40, and finally with tip, \$60...thank goodness for the earlier savings on Metro!

I arrived at my hotel at approximately 2:30AM, staggered into the lobby for a quick and friendly check in, and up to my room. My room buddy, Bill Johnson, had checked in earlier that day and was putting to use some of the training he had received during World War Two: sleeping on duty with one eye open! After I did my best to slip in unheard, he hopped out of bed to greet me, then staggered back and was fast asleep in seconds. No such luck for me, as the stress of paying \$60 to Mohammed for the taxi trip kept me up for another hour or so.

Thursday, July 21st. Bill Johnson was all smiles as he headed down to the hotel lobby to pick us up some breakfast: bagels with cream cheese, and for me, a Starbucks Frappuccino. I don't normally take caffeine, but I thought this morning I would make an exception! I wasn't feeling too steady on only about four hours sleep! And in the light of day (or should I say dark gray as the weather in Atlanta started off poorly), I surveyed the situation. Certainly the Waverley Hotel was a high class outfit, the rooms very nicely attired, and the staff all smiles. No complaints here.

Following breakfast, Bill and I headed over to survey the IPMS Convention site at the adjacent convention center connected to the hotel by a series of corridors. Bill had registered the day before, and it didn't take me long to get sorted out. Again, very efficient and all smiles. I hadn't brought any models to enter this year, as the hassles of airport security these days is bad enough without having to explain away turned brass barrels on my tank models, or turned brass shells! The Convention this year was in fact two conventions: IPMS/USA's National Convention, and occurring in the same building, Dragon Hobby Expo. Both had their own vendor rooms, their own seminars and guest speakers, and their own end of event banquets. However the Dragon event was minus a model contest. And did I mention vendors? Combining both vendor rooms, we were talking over 500 vendor tables, and over 100 different vendors! In other words 15 times the number of vendor tables compared to our very impressive Seattle Spring show. To paraphrase the famous line from the movie *Jaws*: "I think we'll need a bigger suitcase..."

Viewing all the vendors was in fact rather mind-numbing. The sheer number and the huge range of products they were attempting to sell was staggering. All the major model producing firms had representatives in attendance: Tamiya USA, Dragon USA (DML, Hasegawa), Italeri, Revell/Monogram, Stevens International (Trumpeter),

Accurate Miniatures, Classic Airframes, Zvezda. And most had new announcements or releases to wow us with: Hasegawa's 1/72nd Lancaster (superb), plus a forthcoming 1/32nd Ju-87 Stuka series. Italeri's 1/35th WW2 Autoblinda AB41 armored car, plus an announcement of two "secret" all-new WW2 Allied vehicles for later in the year. Classic Airframes continues covering major and minor post-WW2 British jets, with an upcoming Supermarine Attacker in 1/48th scale, and Trumpeter was displaying their new 1/32nd A-7 Corsair and Me 262, along with a surprise announcement of five upcoming 1/48th Sherman tanks! Yahoooooo! And Revell Germany had test shots of their forthcoming 1/144th Antonov An-124 (large!), 2006 Mustang GT (very nice), and 1/48th *Spirit of St. Louis*, plus 1/72nd U-boat crew set.



Over at the Meteor Productions tables (40 of them if you can imagine), there was the most amazing collection of products you could imagine. Boxes and boxes of decals, literally thousands of different sets. Resin cockpit detail sets, aircraft conversion sets, including the \$240 PBY4Y-2 Privateer in 1/48th scale for converting the Monogram B-24. Did I mention decals: Meteor's line of Pyn-Up decals for aircraft modelers is simply amazing. If you like half-naked

women adorning your WW2 aircraft models, these are for you: spectacular subjects in the most amazing detail, nothing short of superb. Check them out on Meteor's website.

Despite wanting to check out all the various products available in the two vendor rooms, I simply wasn't up to the task. With 500+ vendor tables, each with up to a hundred or more different products on each table, you can imagine the time it would have taken to try and view everything. Some of the vendors had their wares neatly spaced on their tables, others had them stacked 10 feet high against the walls! Boxes of decals, boxes of resin parts, boxes of old magazines and books, tools, kits, you name it, I am sure if it had something to do with modeling, it was in the vendor rooms somewhere. Thankfully for my wallet, the pain of paying for the taxi ride earlier that morning stunted my desire to buy things, and I only picked up a couple of modeling clamps and a book. Everyone else obviously didn't have my problems, and a huge volume of money was changing hands all around me.

People around me kept wondering what the 100 tables in the Dragon Expo vendor room would contain. DML normally produces armored vehicle kits, and surely there weren't enough armor modelers in attendance to justify that many vendor tables? Well, it turns out the tables were mainly crammed, and I mean crammed, with hundreds, no, make that thousands of 1/9th scale dolls! Well, okay, not dolls, but manly GI Joe-like action figures dressed in the most amazingly well-crafted military uniforms, and equipped with a plethora (you like that word?) of very detailed weapons. And these weren't your brother's GI Joes from yesteryear, these were really cool, extremely life-like figures, with well executed facial features, and as I say, the workmanship on the uniforms and weapons was nothing short of first rate.

"But what do you do with these things?", some know-nothing modeler from IPMS asked. And the answer was: "Dioramas"! In the back of the Dragon Expo room were

two huge 1/9th scale dioramas. Each one consisted of dozens of these figures, together with large numbers of 1/9th scale vehicles: tanks, half-tracks, soft-skinned transport vehicles, etc. Some of these huge vehicles were for sale at various vendor tables, for very large sums of moolah, others were scratch-built. And these dioramas were just as well presented as say a 1/35th diorama in the IPMS Contest room down the hall, only much bigger! Now we knew what you did with these things!

After a number of hours searching through the vendor rooms, I decided to take in one of the many seminars on offer at this year's Nationals. This year I fully exploited the seminar schedule, and over the course of the three days took in a total of seven seminars, totaling over ten hours in length. The toxicology of modeling, painting figures with oil paints, US Armor Camouflage and Markings of WW2, and three seminars by Daniel Martinez, including his excellent "Hidden Images: Pearl Harbor, December 7th 1941". Mr. Martinez is a senior historian at the *USS Arizona* Memorial Museum in Hawaii, as well as the Host and Historian-in-Residence for The Discovery Channel's "Unsolved History" series. The Pearl Harbor seminar he presented covered newly discovered film and photographic images taken on December 7, which were fascinating. He also presented another seminar on the building of a specially commissioned \$30,000 model of the *IJN Akagi* as she looked on December 7, 1941. (This for the *USS Arizona* museum, with a second one of the *USS Arizona* herself currently in the building process). This model was nothing short of breathtaking, being to 1/96th scale, and therefore just over 9 feet long, and with her full compliment of aircraft and crew (well, over 400 of the crew anyway). The builders of both the ship and the aircraft and figures were at the seminar as well. Superb.

Later on Thursday, early evening, I was back in the vendor room up to my neck in "stuff" when I noticed that a tremendous electrical storm had started outside.

Despite being buried deep within the convention complex, you could clearly hear the thunder booming away, and the rain pounding down on the roof. As I stopped at one of the vendors for a chat and a look, I suddenly felt what appeared to be drips of water on my shoulder. Looking around, sure enough, my shoulder was wet, and looking upward, I could see it was "raining" inside. A few drips suddenly turned to a cascade of drips, and the poor vendor was soon running about trying to move his decals, books etc. out of the way of the water. Looking around, other vendors were doing the same. And over in the contest room I later discovered, it was raining as well! What I was witnessing was the first official lightning strike on an IPMS Convention site! Talking later to a maintenance worker, he confirmed that the convention building had taken a direct lightning strike on the roof, which had blown a hole in it, allowing the rain to appear in the vendor and contest rooms! Nothing dull about this convention!

Later that Thursday evening, fellow IPMS Seattle member Erik Christianson joined Bill and I for a chat in our room. He made the comment that our room was far too clean, and what was our problem? We pointed out that just because we were males, didn't mean we had to live like swine in a sty. No, he said, that wasn't what he meant: where the heck were all our purchases from the vendor rooms? He said his and President for Life Terry Moore's shared room was "awash" in purchases, where were ours? We had to explain that I still hadn't recovered from the sticker shock of the taxi ride (and besides, I had promised my wife), and of course Bill is retired, so has to watch his pennies!

Friday morning broke much brighter than Thursday had, and it was another breakfast of bagels and Frappuccino for me. I again hadn't slept well, no doubt nightmares as I dreamt of trying to convince my dear wife that all my money hadn't been spent in the vendor rooms, but on taxi fare...that and I had the shakes all the previous day from the first Frappuccino! Not that Bill or I had any intention of

going outside to enjoy the 99% humidity and 85 degree temperatures. No, it was back to the vendor rooms, the contest room, and more seminars!

By Friday the place was awash in modelers both large and small, tall and short, from all parts of the globe. I ran into people from all over the USA, Canada, Mexico, Brazil, the UK, Spain, the Czech Republic, Japan, and Australia. In fact this year's event was the best attended ever, with just on 1,500 registered modelers, along with over 3,000 walk-ins. Over in the model contest room, the previous record of 2,300 models was smashed, with Atlanta hosting 3,240 individual contest entries, plus over 700 "display only" models. Given the large number of multiple model entries (diormas, collections etc), the total number of models on display exceeded 4,000. Major wow!!!

Now of course trying to describe to someone who wasn't there what 4,000+ models looks like is very difficult, even for those with a talent for descriptive writing (and you may have noticed this is one of the talents in life I lack). But I will give it a try anyway. Firstly, with this many models, there were obviously going to be a large number of "duplicates", so to speak. There were the usual masses of Me 109s: 26 of them in 1/32nd scale, 35 of them in 1/48th scale, and then over in "display only", a very large number, 20+, assembled by various builders into a big display. There were also 17 WW2 P-47s in 1/48th scale, and 24 Sherman tanks in 1/35th scale, 7 Ki-84s in 1/32nd scale and 8 USN F-18s in 1/48th scale, and just as many F-18s in 1/32nd scale. But life wasn't all huge numbers of a couple of subjects. There were also three Fischer Models 1/32nd F9F Cougar/Panthers, and 4 RQ-1 Predator drones by four different modelers in 1/48th. And providing my heart with a warm glow, there were four different RNZAF aircraft in the various 1/48th categories: a Catalina, an F4U Corsair, SBD-3, and P-40E. There were 35 airliners, ranging from 1/200th through 1/144th, to 1/72nd. There was at least one Hawk 75, Mig-3, Arsenal VG-39, Sea Fury, and F3H Demon, all in 1/

48th. And while there were lots of Tigers and Panther tanks, there were also Chieftain Mk.11s, Type 94 Japanese tanks, Vickers Mk. VIBs and Bren Gun carriers. And over in armored cars, there was the usual army of German WW2 varieties, but also ones built by Morris, Rolls Royce, and DAF!

And scales? In armor they ranged from a scratch-built, full interior (turret and hull) 1/144th Tiger 1 (say 1-1/2 inches long), to a masterful 1/9th scale Sherman. Ships: a scratch built 1/144th USS New Jersey BB16, circa 1906; an SR-N1 Hovercraft in 1/72nd (utilizing the ancient Airfix kit); an 1863 Civil War torpedo boat in 1/72nd scale, Greek Trieria row/sail warships measuring 18 inches in length, to tiny 1/144th USS Monitor and a 1/1200th QE-2 cruise ship. In aircraft, there wasn't anything that really "wow'd" me in terms of scratch built items, but there was a masterfully hyper-detailed 1/72nd AC-130H with complete interior, all four engines fully "plumbed", so while not scratch built, it did offer lots of "wow" power. And in Space, we ranged from a six-foot tall space capsule with hardware, to a tiny scratch built Russian moon vehicle (what, you didn't know the Russians beat us to the moon?)

Over in autos, thankfully it wasn't all 1/24th NASCAR or hot rods, as it often seems to be at the smaller "local" shows. Entries ranged from 1/43rd F-1 cars, fabulously detailed, to a 1/12th Mini Cooper, to some very interesting land speed record cars, and giant 1/6th scale motorcycles. And in figures, there was a very wide range, from dinosaurs, to movie characters, many from kits, but many more scratch built.

All in all, a ton of very cool stuff, and I spent over 15 hours over three days viewing all these models, and still managed to miss some stuff. For example, the first heavily religious model I have ever seen at a Nationals, an extremely well done Crucifixion diorama of Christ hauling his cross down a road (a friend had excellent photos of it on his lap top on the flight

home). Every time I attend one of these events, I seem to miss a table or two worth of models, it never fails!

Saturday was spent in various locales throughout the convention complex. Bill Johnson and I attended the update presentation from the folks putting on the 2006 Convention, St. Louis, Missouri. They seemed to have things under control, and kept going on about barbequed ribs as a main reason for attending their event! And then there was a presentation from IPMS Orange County, for the 2007 Convention. Later that day it was confirmed this was an acceptable bid, and so we can drive to the 2007 venue (come on, it isn't that far!), and take the family, as Disneyland is about five minutes from the Convention hotel.

More seminars and a further viewing of the contest entries helped fill up the day, and then of course there was the frantic rush near the end as vendors lowered prices across the board to avoid having to take merchandise back with them. Classic Airframes had all their kits on sale, 40% off. Many vendors had "buy one, get one free" deals, and a few more had straight 50% off sales. HobbyLink Japan's staff, with the furthest to go, had the best deals: make them an offer, and they seemed to be accepting almost every one.

At 6pm Saturday evening many of us were waiting in front of the main banquet room, taking advantage of a no-host bar, and idly chatting away, while waiting for what was for me, one of the main events. No, not the rubber chicken dinner, but the awards presentation. After three days and over 15 hours of viewing the contest entries, I wanted to know who had won what!

I sat with the members of our chapter: Bill Johnson, Terry Moore, and Erik Christianson, as well as Kent Eckhart Jr. from Boise (our area Regional Coordinator), and a couple of other modelers from Washington State, as well as a nice couple from New Jersey, although the husband was originally from Sweden. The meal was pleasant enough, and there was plenty of

it as at all great American banquets. And following the meal, there were the perfunctory speeches from the various National Executive members, and the Atlanta Chairman, etc. But **bring on the awards presentation!**

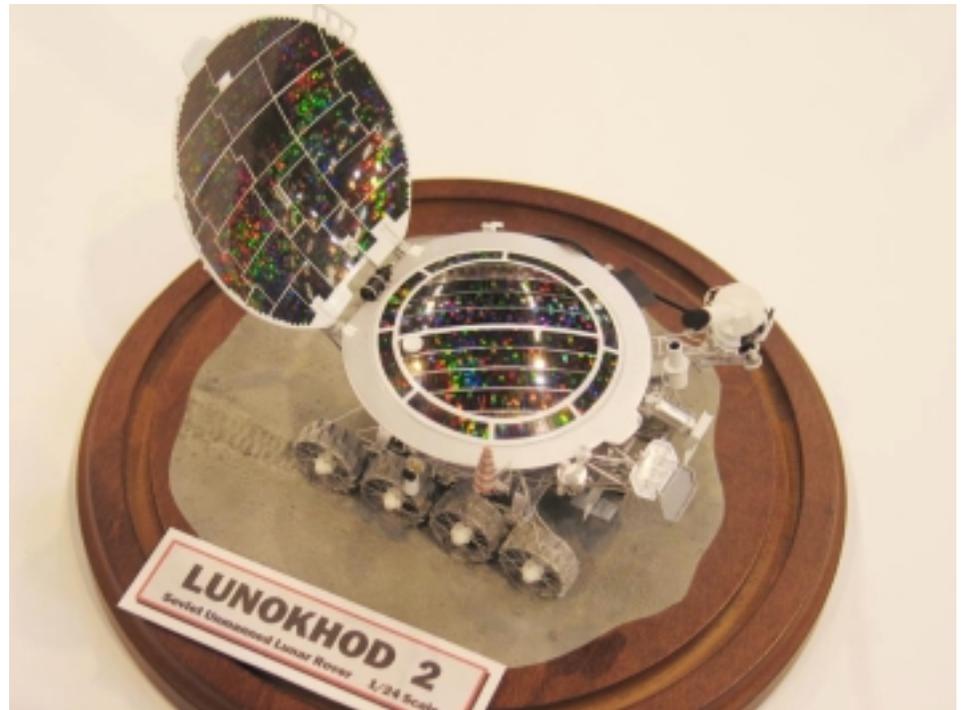
Someone in charge must have been feeling the heat from my psychokinetic thought waves, for eventually the podium announcer said, "And now to what you have all been waiting for, the Awards Presentation and picture show". This was immediately followed in my mind by what you see in those old comedies, when they run the projector, and the sound makes a strange noise, the picture melts on the screen, and the room goes dark in a state of confusion. Yes folks, the "slide show" was experiencing some "technical difficulties". At this point, standing immediately behind me were two IPMS National Executives, one of whom broke into a rant of **@#!**#! And other gnarly words, about the incompetence of such presentations. And after a short break, the podium speaker returned to announce that there wouldn't be a single picture to show us, and in very short order they announced the best in show awards (Best Ship, Best Tank etc), and dismissed us early! And people thought a lightning strike and rain in the vendor and contest rooms was a big blow to this event!

I was so distraught, I just returned to my hotel room, and went to bed. Others flooded into the contest room to try and see who had won in which category, but I was told afterwards it was the usual chaos as those who didn't win, or had to leave immediately, picked up their models as quickly as they could and left. To add salt to the organizers' wounds, during this pandemonium, there were reports that someone stole one of the winning automobile entries!

So a great Convention sadly ended on a very sour note. For something so important as the Awards Ceremony, the IPMS/USA Executive council just might, I say might, think about hiring some professionals to avoid this (all too regularly occurring) type of fiasco.

And so I caught my flights on Sunday morning, all going very smoothly, and I was soon back on terra firma in Seattle. Overall, the convention was a blast. Tons

of great models, tons of great products to paw over, and lots of friendly people to chat models with. Pity about the banquet slide show.



Page 4: An excellent Batman figure. This page top: The George Lee Memorial winner (judges grand award). This page bottom: Group entry by the Geo Armstrong Custer Memorial and Gin Drinking Society (some of those Texas boys gone mad again). They had pamphlets to hand out describing the museum and the collection, but apparently some did not read the disclaimer on the back that the museum does not, in fact, exist. Some modelers thought it was based on a real museum and were ready to drive to Texas after the convention!





Clockwise from top left: A very well done Confederate artillery officer; 1/4th scale scratch built Mercury capsule. It was outstanding; The armor diorama was one of very many well done dioramas. Some of the best I've seen in years; Bill Bosworth brought a dozen or so of his outstanding scratchbuilt models for display, including this B-9 and B-10; Scratch-built Mr Mulligan. An incredible model





Clockwise from top left: USS New Jersey. I believe this took best ship. 1/400th hand laid deck planks; These are two of many, many splits in 1/48th scale aircraft. These are P-40's and US Navy WWII. There were also splits for Bf 109s, Fw 190s, Japanese aircraft, Skyraiders, and too many more to remember; Eastern Arlines DC-3; Combination of Pocher 1/8th scale Fiat F-2 kit and much scratchbuilding; What most everyone on earth thought should have happened to Jar Jar Binks. It drew a lot of interest.



Painting Aircraft Interiors

by Stephen Tontoni

There are numerous ways to paint the interior of your model aircraft and come out with very nice results, although some are more challenging than others. I can think of no more challenging a method than our esteemed President-for-Life Terry Moore's; he glues everything together, then paints with a very fine brush from the outside. Personally I think he cheats and uses Keebler elves (that are known to live in the wilds of Snohomish County) to get in there with their tiny hands and tiny paint brushes to get the stuff looking good.

Most of you probably use something of the Ted Holowchuk technique of layering colors to create depth. His method is pretty simple:

- 1) Prime the interior, leaving off any little bits that can be separated until the very end
- 2) Paint the interior color
- 3) Use dark washes to get into the nooks and crannies
- 4) Dry brush the bulkheads etc to create the illusion of more depth
- 5) Detail paint
- 6) Flat coat

This system is very consistent except for the part where you do the washes to get the cracks, crevices etc. If you use dirty thinner, you can attack your paint or get it in places you don't want it. Artists' oils for that purpose has its own set of drawbacks, not the least of which is drying time. It can be pretty time consuming too!

So here's the method that Chris Bucholtz (a California boy, but let's not hold that

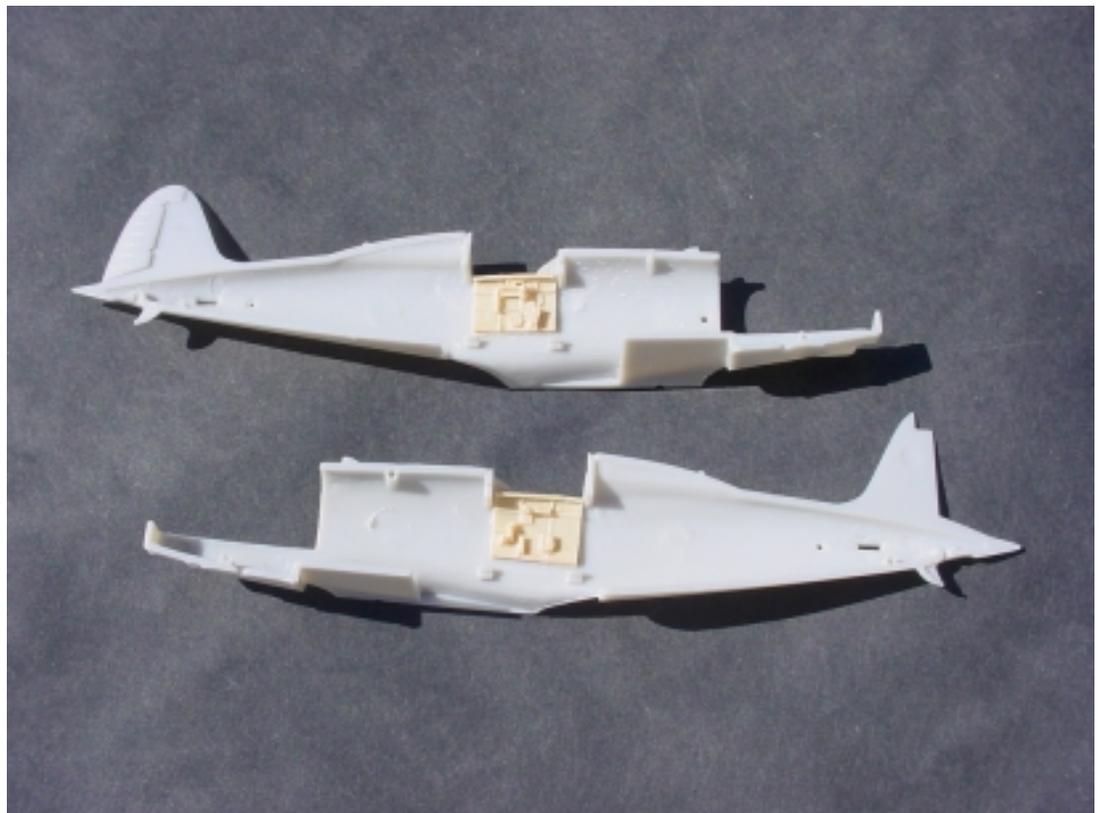
against him) uses and to which I have converted:

1) Paint the interior black. I chose to use Floquil Grimey Black, but whatever black you have is really fine for this purpose. It's to create your shadows. Also note in the photo, I prefer to glue in the resin cockpit sidewalls first rather than build a cockpit tub. That way you don't have to worry about fiddling the fit at all. It's still wise to dry fit many times before even thinking about breaking out the glue. Anyway, you can see a picture (ho-hum) of this Macchi interior all black at that stage.

2) Airbrush the interior color at an angle! I shoot down probably at a 30 to 45 degree angle to the surface of the interior. Here's the deal; in step one, you created the dark for the shadows. In step two, you are creating the light (feel the power?) by airbrushing the interior color in at the angle that light may enter the cockpit. Think through the physics of the project you're working on so you don't get the

shadows on the wrong side! In the next photo you can see that there is dark color under any protruding surface detail. This method takes minutes to do, and tends to be more consistent than the application of washes.

As for the rest of interior painting, it's all like Holowchuk's technique. Detail painting and dry brushing follows. A flat coat over all that will make it look very uniform and less toy-like. Scuffing up the interior by using a silver quilting after using the flat coat will add more realism as well as another dimension of depth. Have fun experimenting with the various techniques out there.





Hurricane Bookshelf: It's All Here

by Scott Kruize

I was sulking.

I was sulking because I was trying to work on a model of the Hawker Typhoon, the Hurricane's stablemate and successor, and was at the point of painting and installing rockets on their rails underneath the wings. The weapons are characteristic of the machine's function and fame during the Second World War, and had to be done right. I had a case of dozens of bottles of paint, but no idea which to pick from, and not a clue how to proceed.

I was sulking because in my old Calvinesque modeling days, I never had this problem. Rocket missiles had red tips and fins; everybody knew that. Bodies were white, black, or silver, and since most model kits came molded in such colors anyway, finishing the rockets was a snap.

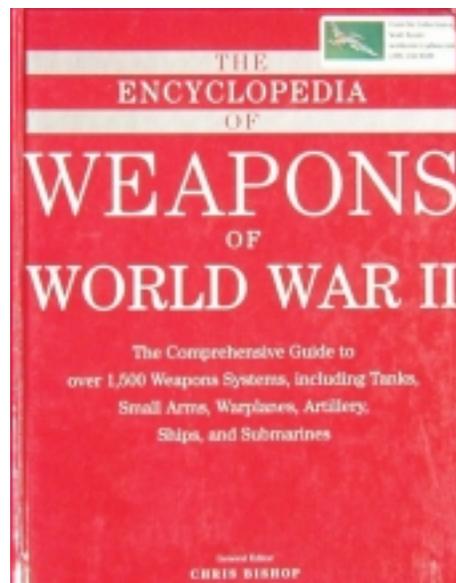
But now I was working on a project where our club members would see it; members who publicly worry and debate about the exact shade of preservative paint on the insides of Japanese Army fighter airframes, which - of course - was entirely different from the preservative paint used on the insides of Japanese Navy fighters.

Our Prez-For-Life, and some of you others, have admitted this phenomenon: hitting a snag during the course of a build and being utterly unable to proceed.

I long ago ruled out snapping at my wife while sulking, so my therapy is to wander over and peruse my bookshelf. This time I encountered a thick volume I scarcely remember buying, except it was on special. At bookstores large or small, almost anything of military, historical, or aviation value gets snapped up if it's on the sale racks. The lettering set off the light bulb over my head: *The Encyclopedia of*

Weapons of World War II. Not the "Encyclopedia of Vehicles..." but of weapons. Aha!

I pulled it out, flopped down on the couch, and started in on its 544 pages. It's copyrighted 1998 by Orbus Publishing, Ltd., and Aerospace Publishing, with "material previously published in 1984 as part of the reference set *War Machine*". Chris Bishop is general editor; the publisher is Barnes and Noble Books of New York, and this edition was printed in Singapore.



Page 414 started the chapter entitled "Air to Ground Weapons." Page 421 was devoted to the British 60 lb. rocket — illustrated in color! The rocket's main tube and simple sheet metal fins were dark metallic gray, nonspecular, perhaps just dark gray primer. The heads on the rockets could be interchanged, and the one I was interested in - the High Explosive head - was painted olive drab with identification stripes: red just aft of the point, and on the main part of the warhead, a light green stripe labeled "TNT".

Well, I skipped the lettering, but found the overall effect acceptably realistic.

I've referred to this chapter twice more, first in fitting the large bomb in the cradle under a Douglas SBD Dauntless, and my current project: a Heinkel He 111 H-4 bomber. The *Encyclopedia* explains German bomb marking colors, painted between quadrants of the tail cone: high explosive in yellow, semi-armor piercing in red, full armor-piercing in blue.

I also go back and look through the book after hearing fellow club members Show-and-Tell a model of something I don't know anything about, like warships or AFVs. All the major weapons of the war are in here, from the smallest hand-thrown grenade up to the battleship Yamato.

And just so we're clear that the book is not misplaced on my shelf, there are four



references to a most significant weapon of the war: a general purpose fighter on page 282, a ground-attack machine on 342, a night fighter on 353, and a shipboard interceptor on page 400. Oh, wait: five! Page 459 has a description and history of the United Kingdom's CAM ships (Catapult Armed Merchantmen) with a photograph and detailed drawing of its fighter rocketing off the catapult to repel Axis torpedo bombers. Yes: Hawker Hurricanes, all. How'd you guess?



Trumpeter 1/700th Scale USS Blue Ridge LCC-19 (2004)

by Chris Banyai-Riepl

The *USS Blue Ridge* definitely qualifies as a unique vessel on the seas, as it looks like little else on the ocean. Designed as a command and control vessel and commissioned in November of 1970, the *Blue Ridge* served in Vietnam, Desert Shield and Desert Storm, and continues to perform its mission to this day. The ship has its own website at <http://www.blue-ridge.navy.mil/>, so for those interested in more information about this vessel, I recommend visiting that site.

This kit is up to the usual high quality that we have been seeing from Trumpeter lately, which means some fine detail in light gray plastic, with both a full hull and a waterline hull. The breakdown of the parts indicate that perhaps an earlier fitting will show up, as there are quite a few parts marked as not for use in this release. Being completely unfamiliar with the differences this ship has had over the years, I can only guess. A small decal sheet provides markings for the deck, as well as hull numbers and flags.

Looking at the instructions, the construction of this ship will be fairly simple. The hull is molded as one piece above the waterline, with separate side sponsons. The upper deck comes in three pieces, and the different upper deck colors will likely dictate prepainting these pieces before adding all the various details. These details are nicely done, although some modelers might wish to replace some of the antenna structures or ladders with photoetch. The bridge itself is a complex assembly, with separate sides for the various levels.



The main antenna column in the rear has a central core with four separate sides incorporating all the detail. Fitting on top of this is another multi-part assembly that has the various antenna sections. This, along with the bridge, fit onto the deck, and with the addition of the lower hull (choose the waterline or the full hull version), and the rudder/screw, this ship is finished.

The painting instructions are a nice color insert that show exactly what colors go where. Interestingly, the painting diagram differs from the boxtop illustration, which shows the helipad painted in a tan, rather than overall dark gray like the rest of the deck. Perhaps this is merely a timeline issue, and some additional research will likely clear this up. The decals are nicely printed, with no registration problems. The large helipad decal might be a bit challenging to apply, as there is just a thin outline of clear film around the lines, but by sliding that one off the paper slowly, there should be no problem.

I'm not sure why Trumpeter chose this subject for their next ship model, but I am sure that many modelers will be interested in adding this vessel to their shelves. Its intriguing shape and fascinating mission will definitely make for a great conversation piece. My thanks to Stevens International for the review sample.

[Thanks to Chris and www.internetmodeler.com for permission to use his, Andrew Bertschi, and Jim Schubert's articles in this issue. - ED]

RS Models 1/48th Scale Lippisch DFS 39

by Andrew Bertschi

Alexander Lippisch's Delta IV was a continuation of his work on delta wing designs pioneered in his Delta I, Delta II, and Delta III aircraft. The project began with an order from Gerhard Fieseler for a design that his company could build for him to fly in the 1932 Europarundflug air rally. The result was a highly unorthodox design, sporting large delta wings, canards, and an engine and propeller mounted in both the nose and tail of the plane. Fieseler built this design as the F-3 Vespe ("Wasp"), but it proved highly unstable, causing Fieseler to crash it while on his first flight. Further refinements were unable to correct these deficiencies, and after one final crash, Fieseler abandoned the aircraft.

Lippisch continued to believe that the problems were surmountable, and found an ally in Professor Walter Georgii of the DFS (Deutsche Forschungsanstalt für Segelflug - German Research Institute for Sailplane Flight). Georgii secured funding from the RLM (Reichsluftfahrtministerium - Reich Air Ministry) to purchase the aircraft from Fieseler and perfect it.

At the DFS, Lippisch rebuilt the aircraft, removing the canards and the rear engine and renaming it the Delta IVa. Although this flew much better than its predecessor, it was still involved in a very serious crash which led to an investigation of Lippisch's endeavors. The RLM and the DVL (Deutsches Versuchsanstalt für Luftfahrt - German Aviation Research Institute) eventually concluded that the Delta series was not only dangerous, but an aeronautical dead end. Only Georgii's continued support prevented them from ordering the discontinuation of the research. The aircraft was rebuilt again, this time incorporating new aerodynamic refinements based on Lippisch's experiences with his recent Storch X glider. The new incarnation, dubbed Delta IVb, proved to be a step in the right direction.

Success finally came with a last round of changes. The aircraft was rebuilt yet again, making the sweep of its wings less severe, and adding small, downturned fins at their tips. And the fuselage was lengthened somewhat, and a small rudder was added to it. Now called the Delta IVc, the result was finally what Lippisch had been looking for. In 1936, the aircraft was taken to the Luftwaffe flight-testing centre at Rechlin where test pilot Heini Dittmar put it through its paces, gaining an airworthiness certificate for the type and an official RLM designation - DFS 39.

It was powered by a 75 hp English Pobjoy R seven-cylinder air-cooled radial engine and proved to be an extremely stable and well-behaved design that now attracted the interest of the RLM as a starting point for "Project X" - the programme to develop a rocket-powered fighter aircraft. This would eventually lead to the development of the Messerschmitt Me 163.



If you are looking for an unusual aircraft, RS Model's 1/48th scale DFS 39 kit definitely fits the bill. With its streamlined 'moon crescent' wing offset by a Townsend ring-cowled radial engine out front, there certainly are a few contrasting design elements.

The kit is cleanly molded in tan colored resin, with a single vacuformed canopy, and small fret of photo etch parts, plus a relatively large decal sheet that looks well printed. All the resin parts have recessed panel lines and are nicely done though both wheel pants and landing gear legs on my review example had pinholes in several areas. The Pobjoy radial engine has good

detail and will paint up nicely. A general downside is the way many of the smaller parts are attached very closely to their casting blocks which will make removal without damage or loss of detail tricky. This is most obvious with the engine exhaust ring, tail skid, control column, and propeller. The photo etch fret is well done and provides seat belts as well as some small interior details.

Cockpit detail is simple, but completely acceptable. As this was a pure research aircraft it was more than likely that way to begin with and since the front cockpit opening is small, not much will be visible when finished. At the same time though, the rear cockpit area is completely open and might build up looking a bit on the bare side.

The wings are a butt joint to the fuselage, as are the fixed leading edge slats, wingtip fins and landing gear and the modeler should probably pin all of them for strength. The instructions are quite simplified and do not include any scale drawings or at least a head-on view of the aircraft to help with wing and landing gear alignment. Since my own exposure and knowledge of the DFS 39 is quite

limited, I cannot comment on accuracy any more than to say that the span and length dimensions agree with published information.

Despite a few shortcomings, overall this is a very good effort from RS Models on a significant though relatively obscure aircraft. Recommended, especially for anyone interested in experimental or research types. Its interesting shape would definitely make for a change of pace from more traditional looking aircraft.

My thanks to RS Models for the review kit. Lippisch Delta IV developmental overview from Wikipedia.org.

Czech Master Resin 1/72nd Scale Supermarine Spitfire Mk.XII

by Jim Schubert

In early 1941 the Air Ministry ordered two Spitfires be fitted with the new Rolls-Royce Griffon engine; the Griffon at this point had a single-stage, mechanically driven supercharger. The planes so modified were designated Mk. IV. The first of these, DP845, made its maiden flight on November 27, 1941; the second, DP851, first flew on August 8, 1942. About the time of DP 845's advent the Spitfire designation system was changed and the Mk.IV became the Mk.XX! Shortly thereafter – bureaucracy thrives on complexity and confusion – the Mk.XX became the Mk.XII, and stayed that way.

Only a hundred or so Mk.XIIs were built. They were essentially Mk.Vcs with a redesigned nose and strengthened engine mounts. Early production models had fixed

tail wheels, later production had retractable tail wheels. All the XIIs had the “clipped” Vc wing with the usual large engine coolant radiator and small oil cooler underwing, and were fitted with one 20mm and two 7.7mm guns in each wing. An oddity is that the XIIs had no wingtip running lights. The XIIs were fast and worked best at low altitude. Only two squadrons, Nos. 41 and 91 used them starting in April and May, respectively, of 1943. Both squadrons later converted to Mk. XIVs

CMR's familiar resealable plastic bag contains: 46 parts cleanly cast in cream colored resin; four undercarriage parts cast



in an extra strength white resin; two vacuum formed canopies; three A-4 size sheets of instructions; a decal sheet, and a computer-generated color profile of one of the four decal options.

The kit provides for both the fixed and retractable tailwheel options and optional five-spoke or smooth hub main wheels. You also have the option of having the pilot's flap-door open or closed. Apart

Continued on page 16

Upcoming Model Shows

Saturday, September 17

2005 Model Show and Contest. Presented by IPMS Portland Oregon and the Evergreen Aviation Museum. Evergreen Aviation Museum, McMinnville, Oregon. 9 am - 4 pm. Costs: Museum Entry: \$11 adults, \$10 seniors, \$7 Children, Museum Members free. Contest Entry: Adult: \$5 for 1 to 4 models/entries, \$1 each additional entry ; Juniors 11-17: \$1 per model entry; Juniors 10 and Under: Free; Display Entries: Free. Special Awards List: Michael King Smith Memorial Award: Best of Show sponsored by OHMS; The Evergreen Award: Best Rotary Wing Craft; Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject, sponsored by Tony Roberts; Best of Show: Peoples' Choice sponsored by OHMS; Best Vietnam War-Allied Subject sponsored by Mike Howard; Best Israeli Subject sponsored by Larry Randel; Best Anti-Aircraft Weapon Subject sponsored by Adam Cox. For more information, contact Brian Yee at 503-309-6137 or e-mail at BYee1959@msn.com

Saturday, October 1

Show Off the Good Stuff Contest, sponsored by IPMS Palouse Area Modelers. Moose Lodge 501, Moscow, Idaho. For more info, e-mail uwhuskys@hotmail.com

Saturday, October 8

IPMS Vancouver 35th Annual Fall Model Show and Swap Meet. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. 9:00 am - 4:30 pm. For more info: Warwick Wright, phone : 604-274-5513, e-mail: jawright@telus.net
Web site: <http://members.tripod.com/~ipms>

CMR Spitfire Mk.XII

from page 15

from the one-piece wings and tailplanes, engineering of the kit is conventional. The parts are all straight, bubble-and-void-free and are very crisp regarding detail. The trailing edges are all very thin. The, virtually, text-free instructions in the form of exploded isometric drawings, self instruct. The kit looks like an easy, straight forward project to build right out-of-the-bag.

All four decal options are for planes of 41 Squadron, which are all in Dark Green and Ocean Grey over Medium Sea Grey with Sky spinners, body bands, and unit codes. The decal sheet includes the myriad stencil markings characteristic of Spitfires.

Built out-of-the-bag this kit will yield an outstanding model. What more can be said for a kit?

By my count, this is CMR's 16th Spitfire/Seafire variant and each new issue is better than the last. There are a lot of Spitfire/Seafire variants left unkitted. I wonder if they'll do them all?

Donations for Spring Show Raffle

by Stephen Tontoni

There has been a recent surge in support of the monthly drawings that Andrew Birkbeck has been running at our meetings. It's great that the membership is so committed to our organization to chip in to offset the monthly hall rental.

But keep in mind that I am currently collecting stuff (I want to, anyway) for the raffle at next year's Spring Show on April 22. Last year, the contribution from the members was smaller than in previous years, so we decided to start collecting earlier.

Now - should you donate to the monthly drawing or spring raffle? I give to both. I keep the better stuff for the big raffle while I tend to donate things that need a happy home to the monthly drawing.

Something that we've not been concerned about before is our tax status. (Norm, please don't kick me out for saying this)

IPMS Seattle is now 501(c) 3, or something similar to that. No, it's not the style of Levi's we wear...we are a non-profit organization recognized by Uncle Sam as such, so your donations can be written off on your tax return.

So be generous and consider donating to the Spring raffle now!

PrezNotes

from page 1

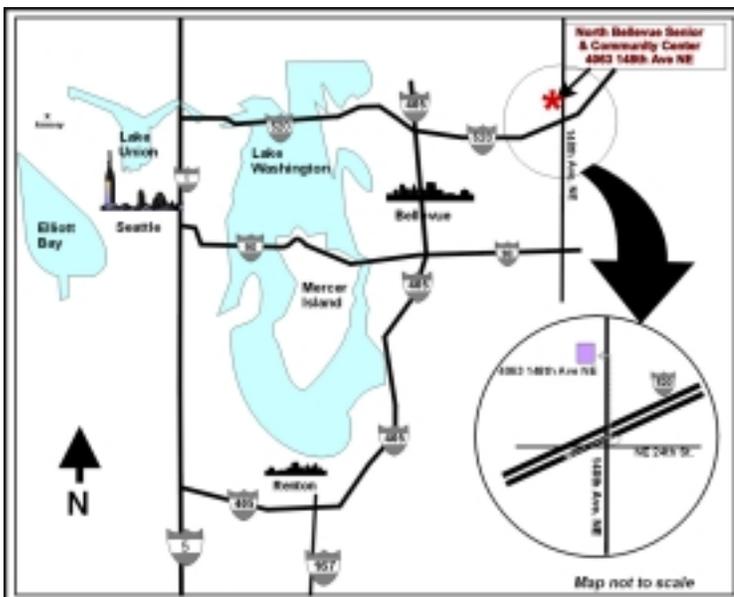
schemes since she rolled off the Seattle production line, of which I can document at least nine so far. I am planning to do the collection in 1/72nd scale, using the Hasegawa or Minicraft B-17F kit. Strictly OOB, no aftermarket, and finished to each individual's capabilities. If you want to jump into this project with me, talk to me at the meeting and we'll see if there is enough interest to proceed.

We'll see you at the meeting,

Terry

Meeting Reminder

**August 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.