

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2006

PREZNOTES



What a spectacular show! There were approximately 615 entries and counting the display-only and collections, the actual number of models on show was over 700. We had a person drive out from Minnesota for the show and two guests that were in attendance from the Netherlands. For all those members of IPMS Seattle that "volunteered" some of your day to help run the show, our sincerest thanks. Of course, it could not have been accomplished without the fine leadership of Tracy White and Jon Fincher, show coordinators; Charlie Sorenson and Mike Millette, head judges; Stephen Tontoni, raffle coordinator; Spencer Tom and Jill Moore, registration; Robert Allen, host; Colin Blythe, forger; Henley, scrounger; and Danny, the tunnel king...Thank you all for making the show the smooth running machine that it is. Thanks also to Norm Filer, our "web weenie" (his title, not mine), for photographing most of the entries that are now on our website. Nearly all the vendors left for home with considerably less items than they arrived with. One vendor even had a 1/32nd scale Testors H-34 Huskie rigged up to fly as an RC model - and he flew it! That was totally cool.

And the contest models! From Andrew Bertschi's Renault, to Bill Glinski's Wyvern, and Troy Enlow's Time Machine, what an incredible display of the modelers art! I was truly inspired! Congratulations to all of you that entered models. I think our show proved (again) that most of the best modelers in the country are right here in the Pacific Northwest.

I'm gonna go work on a model now. Let's see: BV 141...Whitley...Horsa...A-20...XF-92...B-17...Which shall I work on first?

For many years, the annual contest at the Museum of Flight had a category called "Modelfy", where a subject, picked well in advance, was selected. The object of the Modelfy category was to build said subject as something it never was or will be, to create something whimsical, without

having to adhere to the rules of accuracy or color. I would like to propose Modelfy as a new category for our 2007 spring show, with the subject kit to be chosen as soon as possible. The kit that will be chosen will be readily available at any hobby shop and will not be a high priced kit. Here is your chance to let the creative juices flow and build something just a little bit out of the ordinary.

Continued on page 15

May Meeting Date Changed to May 20!

The May IPMS Seattle meeting will take place on Saturday, **May 20**, not May 13 as previously reported in the Newsletter and on the IPMS Seattle web site. The meeting will take place in the Crafts Room at our regular meeting facility, North Bellevue Community/Senior Center We apologize for the late notice, and hope that everyone will still be able to make it to the meeting.

In This Issue

Spring Show Report	3
Hurricane Bookshelf: <i>Last Citadel</i>	10
Walk Around: <i>Bf 109E</i>	12
Movie Reviews	12
Emerald City Buffcon II Model Show	14
Ted Holowchuk Door Prize	15
McChord Museum Visit	16
Upcoming Shows	16

SEATTLE CHAPTER CONTACTS

President: Terry Moore 3612 - 201st Pl. S.W. Lynnwood, WA 98036 Ph: 425-774-6343 tall11@verizon.net	Vice President: M. Keith Laird 1825 South 330th St. F-201 Federal Way, WA 98003 Ph: 206-491-0096 airboss78@comcast.net	Treasurer: Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	Editor: Robert Allen 12534 NE 128th Way #E3 Kirkland, WA 98034 Ph: 425-823-4658 baclightning@yahoo.com
---	--	--	--

IPMS Seattle Web Site (Webmasters, Norm Filer & 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 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 Spencer Tom, 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 2006 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.

May 20
July 8

June 10
August 12

IPMS/USA NEW MEMBER APPLICATION

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

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

Adult: \$25 Junior (17 years old or younger): \$12

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

IPMS Seattle 2006 Spring Show Report

article by Stephen Tontoni

photos by Norm Filer

This year's IPMS Seattle 2006 Spring Show on April 22 at Renton Community Center had to be one of our smoothest run operations ever. By the end of the day, the tallies were looking very good for our club; there were 614 registered entries, plus a number of collections of models, and many display-only models that were not in the model count at all. There must have been well over 700 models on the tables this year. As usual the armor modelers have raised the bar again, both in number of models and in overall quality. Of course, we had great showing in nearly all categories, and the quality is definitely up this year. Apparently all that rain we had this last winter caused modelers to stay indoors and get productive! Usually, following a show, there's a flurry of e-mails and judging is usually an item of discussion, but this year there haven't been any. The judging teams, led ably by Mike Millette and Charlie Sorenson, did a **great** job.

This year, Tracy White sold 50 vendor tables (six more than last year). Of course, Skyway Model Shop had a huge presence as it does every year, but we now welcomed new major players at IPMS Seattle: Galaxy Hobbies and Eagle Editions. There were many great deals to be had all day at the show, but when Masterpiece Models turned on its 50% sale at 2:30, there was a feeding frenzy over at that wall. Vendor's reports are mostly very positive; the load-in and -out was smooth, and sales throughout the day were brisk.

There was an abundance of special trophies this year, which must have kept Jon Fincher hopping. In addition to ribbons and Best-of trophies, this year there were 14 special trophies sponsored by clubs, groups, businesses, and

individuals. It is hoped that we can have the same special trophies every year, no matter who sponsors them; in that way, modelers will have ample opportunity to build for those gorgeous glass trophies. A near-miss of the day was when the trophies toppled like dominoes; fortunately the damage was minimal. (Phew!) I was at the raffle table when I heard the clatter, and thought "please God; let that sound not be someone's model!"

Speaking of the raffle table, I was the raffle coordinator this year, and thanks to incredible generosity by our membership (and my begging) we had over 200 items on the raffle tables on Saturday morning. In addition to that, however, we also did some buying and swapping at Skyway Model Shop to juice the table. The bigger ticket items were timed to be released at certain drawings, ensuring that we'd have splashy stuff on the tables all day long. The big prize at the end was a Paasche VL airbrush set with a diaphragm compressor. Next year, remember the raffle table; everyone who buys a few tickets usually wins something cool. I have personally thanked everyone who manned the raffle during the day, but will take this opportunity to thank them publicly. Because I had so many hard-working volunteers, I was

able to get around and actually see some models this year.

Our club has wonderful administration; Jill Moore led the registration area while Robert Allen led the table hosting. They had a number of volunteers smoothing the way for modelers and spectators coming into the show and registering. At the height of registration in the morning, the wait wasn't terrible and people cheerfully filed into the room to complete the process. This year, a significant change was that Spencer Tom has taken over treasury duties from Norm Filer. (Thank you Norm for years of dedication). Spencer is an excellent manager and runs a tight ship; finances are in good hands.

There has been some discussion about Renton Community Center as a venue. While we have grown to fit the double gym and are using the space well, parking has become an issue. Although we lack specific numbers, there is talk of modelers becoming frustrated at lack of parking due to multiple events at the center. Show staff will work on that between now and next year, and try to come up with some reasonable parking alternatives to alleviate the problem.



If you missed this year's show, mark it on your calendar for next year; the date will be April 21, 2007 at Renton Community Center. This is an excellent show and vending area and a show that should not be missed. Keep an eye to the website: <http://www.ipms-seattle.org>.



2006 Spring Show Category Winners

<u>Place</u>	<u>Model</u>	<u>Modeler</u>			
			HM	A6M3a	Bob Windus
			HM	I-16	Joseph Brown
001	Junior-Aircraft		103b	Aircraft-1/48 Single Prop-Allied	
1st	Lego	Shelby Strickland	1st	USAAF Spitfire Mk. Vb	Dave Sherrill
2nd	J2M3	Spencer Transier	2nd	Yak-1b	Bob Windus
3rd	Me 262	Spencer Transier	3rd	F6F Hellcat	Allen Gates
002	Junior-Armor		OoB	Boeing P-26	Gerry Nilles
1st	German Maus Tank	Mercer Russell	HM	P-47D	Bob Windus
2nd	M113 w/ Turret	Cory Gilman	HM	Boeing P-26	Gerry Nilles
3rd	M8 Armored Car	Cory Gilman	HM	Hillson FH.40	Terry Moore
			HM	P-47D	Drew Hatch
			HM	VNAFA-1	John Pouch
003	Junior-Auto		104	Aircraft-1/72 Multi Prop	
1st	VW Beetle	Paul Guettler	1st	Handley Page Heyford	Garry Weeks
2nd	'71 Chevelle	Paul Guettler	1st	Beech 18	Tim Bradley
3rd	Mama B & Baby	Lisa Gilman	2nd	Airspeed Horsa	Chris Collins-Lubin
004	Junior-Space Fact/ Future Tech.		3rd	Avro Anson	John Tarvin
1st	At At Walker	Sean Nelson	OoB	B-26C	Doug Packard
2nd	Star Fighter	Taron Froh	105	Aircraft-1/48 Multi Prop	
3rd	At At Walker	Danielle Perterson	1st	Hs 129B-2	Mike Howard
005	Junior- Prefinished		2nd	He 111B-1	Ralph Braun
1st	Lego	Shelby Strickland	3rd	Me 410	Mike Millette
2nd	Lamborghini	Hassani Dotson	OoB	Me 410	Mike Millette
3rd	Star Fighter	Danielle Perterson	106	Aircraft -1/32 & Larger Prop	
006	Junior-Miscellaneous		1st	Ki-84 Frank	Dave Pratt
1st	Girl	Ingrid Smith	2nd	Me 109G-4	Joseph Brown
2nd	Titanic	Jessica Enlow	3rd	TBF-1C Avenger	Chris Morris
3rd	Luke Skywalker	Paul Guettler	OoB	TBF-1C Avenger	Chris Morris
			HM	MiG-3	Brian Birk
101	Aircraft-1/73rd & Smaller		107	Aircraft-1/72 Single Jet	
1st	Spitfire	Glenn Adams	1st	F4D Skyray	Daniel Carey
2nd	SPAD XIII	James Gray	2nd	A-4C Skyhawk	Daniel Carey
3rd	A-24	Glenn Adams	3rd	TA-4C	Daniel Carey
OoB	Macchi C.200	Glenn Adams	OoB	F-20	George Tufnail
HM	Antonov An-32	Doug Girling	108	Aircraft-1/48 Single Jet	
102	Aircraft-1/72 Single Prop		1st	F-104S	Brian Birk
1st	Westland Wyvern	Bill Glinski	2nd	F-2A	Brian Birk
2nd	P-40N	John Frazier	3rd	SAAB Gripen	Mike Millette
3rd	P-47	Leon Storla	OoB	SAAB Gripen	Mike Millette
OoB	Convair Pogo	Mark Rehberg	109	Aircraft-1/72 Multi Jet	
HM	P-47	Leon Storla	1st	F-18F	Daniel Carey
HM	Hawker Hurricane	Russell Field	2nd	Tornado GR.1	Jay Mulions
103a	Aircraft-1/48 Single Prop-Axis		3rd	RA-5C	Jay Mulions
1st	Macchi C.205	Bob Windus	OoB	Tornado GR.1	Jay Mulions
2nd	Bf 108B	Bob Windus	HM	Su-34	Brian Birk
3rd	Ki-84	Joseph Brown	HM	CF-5B	Brian Birk
OoB	BV 141	Gary Webster			
HM	Ki-44	Dave Sherrill			

110	Aircraft-1/48 Multi Jet		201a	Armor-1/35th Closed Top to '45-Axis	
1st	CF-188 Hornet	John Hayes	1st	Panzer IV F2	Ross Hilman
2nd	Cuban MiG-29	John Hayes	2nd	Panther D	Lauren Blakley
3rd	CF-101	Brian Birk	3rd	Tiger 1 w/ Interior	Dale Moes
HM	Phantom FGR.2	Brian Birk	OoB	LUCHS	Jay Mulions
			HM	Tiger 1 Early	Mark Ford
111	Aircraft-1/32 & Larger Jet		201b	Armor-1/35th Closed Top to '45-Allied	
1st	He 162A-2	Rich Hoard	1st	Comet	Ray Peterson
2nd	F9F-5 Panther	Les Knerr	2nd	LVT4	Don Pauckett
3rd	F-15E	Miles Hart	3rd	T-34/85	Jon Lange
OoB	F9F-5 Panther	Les Knerr	OoB	KV-11	George Tuffnail
HM	Su-27	Miles Hart	HM	BA-6 Armored Car	Greg Harker
HM	F-16C Blk. 40/50	Chris Morris			
112	Aircraft-Civil, Racing		202	Armor-1/35th Closed Top after '45	
1st	Lockheed Vega 5C	Tim Nelson	1st	M26 Pershing	Don Packett
2nd	OV-10 Bronco	Tim Bradley	2nd	T-55	Patrick Grody
3rd	Spitfire Mk.XIV	Terry Moore	3rd	M24 Chaffee	George Bacon
OoB	Spitfire Mk.XIV	Terry Moore	OoB	S-Tank	Mike Millette
HM	Caproni CH-1	Jim Schubert	HM	M978 Tanker	Scott Anderson
HM	PBY	Terry Moore			
113	Aircraft-Airliners		203	Armor-1/35th Open Top	
1st	United 767	Geoff Smith	1st	M36 Jackson	George Stray
2nd	Alaska 727	Geoff Smith	2nd	Marder III	Mark Ford
3rd	Frontier 737	Geoff Smith	3rd	M16	George Stray
OoB	SAS MD-83	Carl Kietzke	OoB	Sd. Kfz. 251/1	Jay Mulions
			HM	M8 Grayhound	Danny Shaw
114	Aircraft-Rotary Winged Vehicles		204a	Armor-1/36th & Smaller, All Types	
1st	Ka-50 Wolverine	Jay Mulions	1st	Sd. Kfz. 251 Auf. C	Jay Mulions
2nd	CH-47A	Troy Enlow	2nd	ISU-152	Bill Glinski
3rd	Fa 330 Rotor Kite	Russell Field	3rd	Hetzer	Jay Mulions
OoB	Fa 330 Rotor Kite	Russell Field	HM	M1A1 Abrams	Jacob Russell
115	Aircraft-Biplanes, Vintage		204b	Armor-1/48th, All Types	
1st	Albatross W.4	Harry Avis	1st	Stug.III B	Andrew Birkbeck
2nd	RAF Sopwith Camel	George Bacon	2nd	Soviet T34/76	Andrew Birkbeck
3rd	RNAS Sopwith Triplane	George Bacon	3rd	Kubelwagen	Andrew Birkbeck
HM	Fokker D.VII	Dave Sherrill	HM	Tiger I	(Unknown)
HM	Fokker Dr.I	Jon Fincher			
HM	Caudron C.860	Jim Schubert	205	Armor-Soft-skinned	
HM	RNAS Sopwith Pup	George Bacon	1st	Stpr. 1500 Radio Truck	Mike Reiff
HM	Wright Flyer	Erik Mark	2nd	Schwimwagen	Jay Mulions
			3rd	Kubelwagen Type 82	Jay Mulions
116	Aircraft - Scratchbuilt and conversions		206	Armor-Towed Artillery & Missiles	
1st	AS-3M Avenger	Glenn Adams	1st	Sdkfz. & 98 Flack 36	Bill Glinski
2nd	Consolidated P2Y-3	Gerry Nilles	2nd	2 Pdr. AT Gun	Pete Forrest
3rd	Focke-Wulf Ta 152	Erik Mark	3rd	Sdkfz. & 88 Flack 36	Bill Glinski
HM	Seafire Mk. XV	Glenn Adams			

207	Armor-Conversions & Scratchbuilt		501	Auto-Factory Stock	
1st	BA-64B	Greg Harker	1st	Renault 4CV	Andrew Bertschi
2nd	Bergerpanzer III	Russell Field	2nd	Ferrari F50	Paul Steadman
3rd	A7V Shupo	David Hansen	3rd	Enzo Ferrari	Bruce Stallaro
301	Figure-Less than 54mm		OoB	Ferrari F50	Paul Steadman
1st	Red Army General	James Gray	HM	AMC SC/Rambler	Steve Hilby
2nd	(Unknown)	James Gray	502	Auto-Hot Rods	
3rd	Boris	George Haase	1st	Rat Rod '23 Ford	Everett Quam
302	Figures-54mm & 1/35th		2nd	1941 Willys Street Rod	Gary Dycke
1st	Big Foot	George Haase	3rd	1941 Willys GMMG	Jim Rose
2nd	USMC Figure	Don Puckett	OoB	Rat Rod '23 Ford	Everett Quam
3rd	Elephant Commander	Don Puckett	503	Auto-Custom	
303	Figures-Larger than 54mm		1st	1955 Chevy Bel Air	Shannon Dimaulo
1st	Samurai	Steve Cozad	2nd	Plymouth Prowler	Jon Fincher
2nd	Roman Centurion	Talino Bruno	3rd	1932 Ford 1/2 Ton	Gene Ritchhart
3rd	Bust	Talino Bruno	OoB	Beverly Hillbillies	John DeRosia
HM	French Knight	Talino Bruno	504	Auto-Pick-ups	
HM	'Nam GI	Talino Bruno	1st	1951 Ford	Gary Dycke
304	Sci-Fi & Fantasy Figures		2nd	1937 Ford	Jim Rose
1st	Decimator	Talino Bruno	3rd	1950 Ford	Jim Rose
2nd	Polar Lights Mummy	Alex Halverson	HM	1951 Ford	Gary Dycke
3rd	Terminator	Tony Phillips	505	Auto-Trucks, Rescue	
HM	King Kong	Tony Phillips	1st	1953 Ford Police Car	Shannon Dimaulo
401	Ships-Powered 1/700th & smaller		2nd	German Light Unit	Wes Parker
1st	HMS Hood	James Gray	3rd	Perterbuilt Logger	Erik Mark
2nd	Ryujo	Garry Weeks	OoB	Mitsubishi Aerobus	Carl Kietzke
402	Ships-Powered 1/700th & larger		506	Competition - Closed Wheel	
1st	HMCS Cordova	Ryan Cameron	1st	Mini Cooper	Shannon Dimaulo
2nd	USS California	Jeff Cooke	2nd	Mercedes CLK 2000	Paul Steadman
3rd	USS Alaska	Roger Torgeson	3rd	Porsche 962C	Mike Howard
OoB	CSS Atlanta	George Tufnail	OoB	Mini Cooper	Shannon Dimaulo
HM	HMCS Shawinigan	Ryan Cameron	HM	MG Racer	Herb Pfeiffer
HM	HMCS Chaudiere	Ryan Cameron	HM	Willys Drag Racer	Jim Rose
HM	HMCS Athabaskan	Ryan Cameron	507	Competition - Open Wheel	
403	Ships-unpowered		1st	Porsche -March Indy	Herb Pfeiffer
1st	Le Superbe	Niels Wilhelm	2nd	Wolf F1	Herb Pfeiffer
2nd	Le Belle Poule	Niels Wilhelm	3rd	Salt Flats Lakester	Earl Simons
3rd	Le Flore	Niels Wilhelm	508	Motorcycle	
404	Ships-Submarines		1st	Suzuki	David Campbell
1st	HMCS Grilse	Ryan Cameron	2nd	Harley Chopper	Earl Simons
2nd	U-Boat	John DeRosia	3rd	Norton	Jon Fincher
3rd	Turtle	Wes Parker	601	Space Fact	
			1st	Russian SS-2	Doug Girling
			2nd	EUA Astronaut	Paul Erlendson
			602	Aerospace test/record breakers	
				No entries	

603a	Science Fiction-Vehicles - Star Trek	
1st	Botany Bay DY100	Christopher Doll
2nd	NX-01 Enterprise	Christopher Doll
3rd	Galactic Cruiser	Christopher Doll
OoB	Kunyon D-7	John Morel
603b	All Other Sci-Fi	
1st	Time Machine	Troy Enlow
2nd	Boeing Space Fighter	Anthony Froh
3rd	Tie-Fighter	Leon Storla
OoB	Nemo's car	Earl Simons
HM	Fextra Space Delivery	Wes Parker
701	Diorama-Aircraft	
No entries		
702	Diorama-Auto	
1st	One Man's Trash	Dale Schmitt
2nd	Boot Hill Express	Earl Simons
3rd	Modified Racers	Herb Pfeiffer
703	Diorama-Armor	
1st	LRDG 30cwt Chevy	Dale Moes
2nd	PAK 38 5CM Gun	Dale Moes
3rd	Iwo Jima	Don Puckett
HM	Seelow Heights	Jon Lange
HM	A Day in the Park	Mike Reiff
704	Diorama-Sci-Fi, Space	
1st	Duel	Les Knerr
2nd	Joker's Cocktail Hour	Tony Phillips
3rd	Lost Love	Talino Bruno
HM	Daredevil vs. Bane	Tony Phillips
705	Diorama-Naval	
No entries		
706	Diorama-More than 5 Figures	
1st	Anti-Tank Gun	George Haase
2nd	Assault the Castle Wall	George Haase
3rd	Skeletal Warrior	George Haase
HM	Over there - Gunners	George Haase
HM	What Did You Do in the War?	Chris Collins-Lubin
HM	Rat Snipper's War	George Haase
801	Collections	
1st	T-34 Variants	Shawn Gehling
2nd	Cadillacs	Earl Simons
3rd	Ready to Rumble	Herb Pfeiffer
802	Flights of Fancy	
1st	PKZ-Z	Harry Avis
2nd	Douglas Skyshark	Jay Mulions
3rd	F-16ACW	Mike Millette

803 **Animals/Dinosaurs**
No entries

804 **Group Builds**
No entries

805 **Miscellaneous**

1st	Milwaukee Box Car	Jerry Fairfull
2nd	Rocker and Fan	Steve Hilby
3rd	North Pacific Stock Car	Jerry Fairfull

OoB= Out of the Box HM= Honorable Mention

"Best of" Awards

Aircraft	Westland Wyvern	Bill Glinski
Automobile	53 Ford Police	Shannon Dimaulo
Diorama/Vignette	Dual	Les Knerr
Figure	Samurai	Steve Cozad
Junior	Maus Tank	Mercer Russell
Military Vehicle	Pzr. Iv F-2	Ross Hillman
Ship	HMCS Cordova	Ryan Cameron
Space/Exper/Sci-Fi	Time Machine	Troy Enlow
People's Choice	Time Machine	Troy Enlow

Special Awards

Category/Sponsor
Subject/Modeler

1/32nd Scale Aircraft	Craftworks
Ki-84 Frank	Dave Pratt

Aircraft of the First Twenty Years	Pearson Modelers
Albatross W4	Harry Avis

British Subject	R. Allen, K. Laird, A. Birkbeck
Westland Wyvern	Bill Glinski

Canadian Subject	IPMS Vancouver, BC
Sopwith Triplane	George Bacon

Civil Auto Or Motorcycle	Jon Fincher
'68 Roadrunner	Shannon Dimaulo

Finish/Ted Holowchuk	IPMS Seattle
Renault	Andrew Bertschi

Fire Fighting Aircraft	Dan Farnham
OV-10 Bronco	Tim Bradley

Fire Service, Land	Emerald City II Buffcon
German Light Wgn	Wes Parker

**Fire Service, Sea
42 Alf Pumper**

**Seaside Fire Service
Bill Ayer**

**French Subject
Panhard Pmd178**

**Will Perry, Stephen Tontoni
David Hansen**

**NATO Aircraft
CF-188 Hornet**

**Internet Modeler
John Hayes**

**Post WWII US Aircraft
A2D-1 Skyshark**

**Norm Filer
Jay Mulions**

**Small Air Forces
Spanish I-16**

**Jim Schubert, John Alcorn
Joseph Brown**

**Pearl Harbor Subject
1/450th Akagi**

**Tracy White
Glenn Adams**



Hurricane Bookshelf - Kursk: The Large and the Small of It

by Scott Kruize

Last Citadel by David L. Robbins

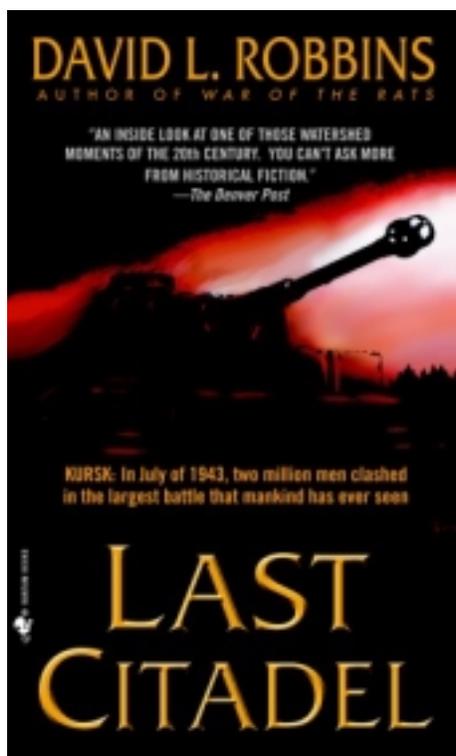
The history of humanity can be traced as a series of bloody battles, each larger than the last. The largest ever fought was in July 1943, near Kursk in Russia, about midway between Moscow and the Ukrainian city of Kiev. Over two million men engaged; over six thousand tanks; thirty thousand artillery pieces; way more than five thousand airplanes.

Even the occurrence of the battle makes no sense; certainly not now; perhaps not then. There was no hope of strategic or tactical surprise; no hope the attacking Germans could deploy larger forces than the defense; no hope the arms race would turn in their favor. To the contrary, the Kursk salient was the best defended place on the whole European continent, at that time, and was growing stronger every day...troops, tanks, guns, and planes flowing into the Soviet line far faster than all of the Greater Reich could produce. I've heard that, once joined, war imposes its own unreasonable demands on all its combatants. Is that any kind of explanation, or merely admission that humanity at war is insane?

Nevertheless, the battle was fought. Nazi Germany attacked with fifty divisions, including seventeen Panzer and Panzer Grenadier, even the elite Wehrmacht division Grossdeutschland (Greater Germany) and the Waffen-SS tank divisions Leibstandarte Adolf Hitler (Life Guard Adolf Hitler), Totenkopf (Death's Head), and Das Reich (The Reich). Over 900,000 men supported by 2,700 tanks and assault guns, 2,000 aircraft, ten thousand artillery pieces; all formidable, and priceless irreplaceable. And nowhere near enough: the Soviets defending

amassed 1,300,000 men, 3,600 tanks, 20,000 artillery pieces and 2,400 aircraft.

These numbers are far in excess of any the human mind can even grasp, much less manipulate. In telling about clashes large as these, historians often resort to telling what happened to individuals over the course of the battle. Walter Lord, for example, does this with particular effectiveness in his accounts of the battle of Pearl Harbor (*Day of Infamy*) and Midway (*Incredible Victory*).



David L. Robbins is a storyteller, and from his extensive, cited research about this battle, uses a similar device fictionally, creating characters that he imagines from the host of humanity that fought there. Overhead are Katya and Vera, pilot and navigator of the "Night Witches", flying a feeble Polikarpov Po-2 (U-2) biplane, which looks like it might serve, at best, as a basic trainer or utility 'hack' – certainly not a warplane. Nevertheless, the hard-pressed Red Army did deploy these in large numbers over the front, including as night

bombers, to destroy German munitions dumps and disrupt their supply lines, and deprive their fighting soldiery of rest.

On the ground below, there's an aging Cossack 'hetman' (village leader). In the old days he would have ridden on horseback against the Invader – whoever it might be — with his young son at his side. Now he's mounted on a T-34 and finding it's not quite the same thing. In fact, his son is a Communist and his tank commander; way too many changes to comprehend...

Unknown to them, but closely tied to their struggle, is a German art historian, an intelligent man with appreciation of the good life, and the beauty that humanity can produce. Unable to bear the depravity the Nazi regime has brought to Germany, he comes to believe he can accelerate its downfall by using his high military position to relay critical intelligence to the other side. For love of culture, a traitor to his nation.

By contrast, another character left his country in appreciation of Nazi policy and martial prowess. A young Spaniard, his apprenticeship in the bullring cut short by the Civil War, fought for the Nationalists and has now become – despite wounds both physical and psychological — one of the SS's most aggressive tank battalion commanders.

From the real battle, numbers again: over more than a week, including the bloodiest day in all human history, the Wehrmacht lost at least 100,000 men killed or wounded, at least 57,000 prisoners. Soviet casualty figures, only recently released, admit a quarter of a million men killed and more than half a million (600,000) wounded. Thousands of airplanes on both sides were lost. (And yes, Hawker Hurricanes would have been among them, unmentioned though they are, by name, in this novel: 2,952 – nearly 1 in 5 produced — were sent to support the Soviets.) The tanks – "stars" of the battle, were consumed, wrecked...some salvaged but most

burned out on the steppe: half the Russian, nearly all the German engaged.

These included, on the German side, many Mark IVs, improved and up-gunned, but still a prewar design, long overdue for replacement in the summer of 1943. The German attack was delayed for months while the new super-tanks were prepared and sent: 90 Elefant Panzerjägers (tank destroyers), two hundred new Panthers, 270 Tiger Is. The Elefants were clumsy and inadequately defended against infantry, who took them out with mines, shaped charges, and other weapons placed from behind or underneath. The Panthers, beset by teething flaws, broke down on the first day of operations, and could scarcely be used. Only the Tigers gave good service, dominating the battlefield wherever their scant numbers could be brought to bear against the hordes of Russian T34s.

The novel ('Zitadel' was the German code name of the operation) takes Tiger supremacy as its theme, placing its main Axis protagonist in one at the 'tip of the spear'.

I can't predict what reactions other people will have to this 500-page book, but here are some of my own. The historian in me started picking through my own bookshelves, and those of every library within reach, to learn more about the real battle of Kursk. The philosopher in me ponders anew the ability of individual humans to accomplish great deeds in battle, quite impossible for them in peacetime...but also how strange that a particular spot on the globe, at a particular moment in time, could become a focal point so many people were willing to fight and kill and die for. I've been to Gettysburg and wandered its features and monuments in the quiet sunshine, around other visitors, none of us armed. How can such horrendous carnage have been so necessary in the first three days of July, 1863...never before or since?

And why, eighty years later, was even greater violence needed around Kursk?

I've read that it's quite peaceful there now, wheat and sunflowers blooming there as they always have – except in July 1943. Then, they were ground under steel tracks, along with hundreds of thousands of human beings...

Unable to answer such questions, the modeler in me runs to my boxes, bags, and shelves, searching for German and Russian aircraft and armor kits to build.

Most of all, the reader in me found this a cracking good yarn. Once I got into the flow of the story, I neglected pressing duties for several days, and stayed awake way too late several nights. Once I met the author part way, and let myself get carried away with the stories he's trying to tell, I became almost frantic as the battle approached its climax.

Can an aging Cossack and a former bullfighter transcend the technology of 20th century armored warfare with their own human spirits? Does war, in its essence, finally come down in the end to two men – courageous and flawed, determined and wounded— facing each other at no more distance than their sword arms could reach? Does history turn this way, a single act determining the fate of whole nations? Is that how Kursk became the Last Citadel?

Below: T-34 - Cossack steed

Bottom: Tiger - Matador's sword



Book review: *Walk Around Messerschmitt Bf 109E*, by Hans-Heinri Stapfer

reviewed by Hal Marshman Sr.

I believe this is the first time I've reviewed a book for you folks. This Squadron/Signal *Walk Around* is moderately new, having a publishing date of 2004. I managed to get it on special sale at a hobby shop. It has 80 pages, with photos on just about every page. Also included are 12 profiles, with color upper views of some of the birds, and separate color renderings of badges, insignia, etc. There are also a good many color pics of details, both interior and exterior. One problem is that many of the shots are of a 109E that served in the Swiss Air Force, and is restored as it flew in that service in 1949. It has many detail differences from Luftwaffe usage, particularly in the interior. A goodly portion of the book is pertaining to Swiss usage, and there are many photos of the colorful Swiss birds. Don't be dismayed though, the Luftwaffe is represented quite well, with lots of black and white shots, and quite a few color pics of a restored Luftwaffe bird. Be advised that the German 109E-3 is in the Deutsches Museum, so displays no Swastika on its tail. As for all other markings, they do appear to be in order. Something I liked are the color pics of the radio and first aid compartment on the left rear fuselage. This is well enough displayed that someone could easily scratch build that interior portion of the plane with very little problem. There are great illustrations of the wheels, and wheel wells, which include one really good pic of the gear and brake drum, without the wheel attached. Very nicely illustrated is the way the brake line is routed in the oleo area. They have done a loop in the rubber part, rather than the bulge line normally seen on 109s, leaving me to believe that at least two systems were used for the purpose of providing room for the oleo operations. This is something Brian Millette brought

to my attention with his excellent rendering of an E-4 Trop.

Another item of interest is the preponderance of -E birds in Yugoslav, Hungarian, and other foreign services, not to mention the Swiss. The cover illustration shows

Hauptmann Munchenberg's 7/JG26 E shooting down a Yugoslavian E-3 during Operation Marita (The attack on Greece and Yugoslavia.) The rear cover shows Adolf Galland vaulting out of his E-4 during the Battle of Britain. While I found the inclusion of so much Swiss material interesting, some may feel that it is overdone. I think now is a good time to say that the author, Hans-Heinri Stapfer is Swiss, so it would be only natural for him to have the ability and opportunity to present his country's participation in the "Emil saga".

I would be badly remiss if I didn't mention what I feel are mistakes in those beautifully presented profiles. Artistically, they are lovely representations. I could be mistaken, but I believe the upper color shown on the Spanish E-3 is way too green. The E-4 flown by Helmut Wick was not spray mottled, but either sponge applied, or slap brushed. The E-7N shown in RLM 78/79/80 is totally in error, as those RLM shades didn't exist until November 1941. (The rendering is purported to be June 1941). I feel they should be Italian colors over the original RLM 65. The E-7B illustrated just below it is depicted as in the Fall of 1942, and very well may have been in the 78/79/80 scheme shown.

Do I feel that this book is worth the asking price? Yes I do, even at regular retail. The



color illustrations are terrific, the detail shots are great, and many of the B&W photos have not been seen by me before. Mistakes in the color profiles notwithstanding, they are certainly pretty to look at, and once the errors are noted, can still have some value.

Movie Reviews: *The Devil's Brigade*, and *The Beast*

by Jon Fincher

Well, it's been longer than anticipated, but I finally got around to watching a few war movies, and am dutifully posting the reviews here. I've got two of them for you this month to make up for my lack of a review in previous months. As a reminder, my criteria for rating movies are: historical accuracy (when I can determine it), compelling story lines, and The Guy Factor™. One to five stars in each category along with an overall rating.

Made in 1968, *The Devil's Brigade*, starring William Holden as Col. Robert Frederick, Cliff Robertson [who once owned the Spitfire now on display at Seattle's Museum of Flight - ED] as Maj. Alan Crown, and Vince Edwards as Maj.

Cliff Bricker, tells the tale of the forming of First Special Services Corps during WWII. The group is made up of both American and Canadian forces, and the tension that arises from the men selected by each country. The Americans send a group that would cause trouble at Leavenworth (some actually came from there) - the Canadians send the best of the best. Frederick is the overall commander of the unit, who has never seen combat before. Crown leads the Canadians, and holds with him the horror of the defeat at Dunkirk, while Bricker, a master hustler, leads the American troops. Other members of the all-star cast include Richard Jaekel, Claude Akins, Michael Rennie, Carrol O'Connor, and a bit role by Richard Dawson

This movie can be roughly broken into two halves - the first concerning the building the Corps, and the second recounting two missions of the Corps.

The building of the Corps portion of the movie did two things I didn't like - first, it exaggerated, to the point of caricature, the stereotypes of Americans and Canadians. The Americans were always ready for a fight, while the Canadians were too polite to fight back. Second, it moved too quickly - in one scene, American Claude Akins is sabotaging Canadian Jack Watson on an obstacle course - in the next scene, they're banding together in a bar fight. Within the course of ten screen minutes, the Americans and Canadians are the best of friends, with very little transition. A third minor point of contention is the ease with which Holden, with no combat experience, is able to lead and command this group of soldiers throughout training. Overall, however, it was well done for the time allotted - there wasn't a lot of wasted effort.

The second half of the movie is where the payoff begins, and where the historical accuracy is seen. When the unit, after having been trained, is threatened with disbandment, Generals Mark Clark and Hunter (played by Michael Rennie and

Carrol O'Connor) step up and use the unit to "scout out" a local Italian town held by the Germans. Rather than do a simple recon mission, Holden leads the Corps to take the town with zero casualties. One of the best scenes here is when a German officer is leading a group of soldiers down a narrow Italian lane - members of the Corps come up behind the soldiers, two at a time, and remove them from the formation. At the end, the officer turns around to find his troops missing, the guard at his side a Corps member, and a gun trained on him. While some of the action is dramatized, the overall event is accurate historically, although I cannot vouch for the accuracy of the German armor seen.

After this initial success, Hunter sends the Corps to a tall Italian mountain held by German artillery guarding a main supply road. Given three hours of artillery cover, the Corps climbs its way to the top, then fights to push the Germans over the edge. Some of the best "war" footage is here, with artillery and explosives going off while the Corps charges hardened German positions. Ignoring the obviously fake blood is helpful here, but the action is good, with hardened machine gun nests, German artillery, and tanks (not sure how they got up on the plateau, but there they are) making the way tough for Frederick's men. Maj. Crown dies at the hands of treacherous Nazi officer who pulls a gun during truce talks, and while the mission is a rousing success (as Gen. Hunter comments over radio that the Corps had done in three hours what he had been trying to do, unsuccessfully, for three weeks), it gives Frederick his first real taste of battle and the first real idea of the costs of war.

Historical Accuracy: Four Stars. The events are real, and even though the name of the group was different, the makeup, movement, and outcomes were correct. Storyline: Three and half Stars. It moves, but the quick pace left some important building steps out. This is one movie that could have been 30-45 minutes longer and

still kept my attention.

The "Guy" Factor: Five Stars. This has got everything a guy wants - war, conflict, dames, booze, and enough testosterone to inoculate an entire sorority house.

Overall: Four Stars. Once you get past the quick pace and the fake blood, this is a great ensemble war piece, basically accurate, mixing enough humor and reality to make it all come together.

Also reviewed this month is 1988's *The Beast*, set in Afghanistan in 1981. George Dzundza is the borderline psychotic commander of a Russian tank, crewed by Jason Patric, Stephen Baldwin, Steven Bauer, and Erick Avari as the Afghan liaison. After destroying a small Afghan village, torturing and killing the local mujahadeen leader there, the tank is cutoff from the main column and, using a partially destroyed map, finds itself lost in the Afghan desert. The mujahadeen's brother vows revenge, and the chase is on.

Dzundza starts off as a tyrannical commander out for blood and caring more for his tank than for his men, and while nothing much changes in him throughout the movie, your view of his character does change through the eyes of Patric, a more learned and independent soldier than Dzundza cares for. Patric is eventually abandoned by the crew, tied to a boulder with a grenade under head, when he confronts Dzundza after he kills Avari for supposed treason. He is found by the Afghan rebels and pleads for (and gets) sanctuary. He helps them destroy the tank, but returns to the Russian base at the end of the movie.

The fog and paranoia of war is amply demonstrated here - in one scene, Dzundza has the crew put out motion detectors to protect the tank through the night. When the detectors go off like fireworks, Dzundza has the crew fire through a 360 degree turret rotation - re-con of the scene later shows a herd of deer had set off the detectors. Cause and effects of the weapons of war were also well-done - early

in the movie, Dzundza has a water hole poisoned, which kills one mujahadeen. Later, a Russian helicopter crew searching for water is killed from the same watering hole, turning over the helicopter to the mujahadeen. A mujahadeen soldier is also killed when he picks up a misfired fragmentation shell left behind by the tank that explodes in his face. No overt mine fields were placed in the movie, but the impact of discarded weapons and the long-term effects of intentionally placed weaponry are clear.

The other thing that was very subtly but well demonstrated was both the strength and the weakness of the tank. While normal weapons have little effect on the tank, including flame throwers, Molotov cocktails, and normal small arms fire, it can be destroyed by RPGs, well-placed explosives, and things like avalanches (an artificial avalanche disables the tank at the end of the movie). Further, the three main weaknesses of tanks are shown - engine problems (the tank is plagued by them from start to finish), depleted ammunition (right when they are most needed), and vulnerable treads (a cracked road wheel is found early in the movie, and the final scene has the tank off its treads and the crew at the mercy of the mujahadeen) can all be disabled or destroyed, turning the seemingly invulnerable tank into an armored coffin.

The tank and Russian helicopter are accurate and correct - while I could not personally identify either, the tank was confirmed as Russian by a trusted source, and helicopter appeared to be correct as well (bladed configuration and rotation were correct for Russian rotary wings). The handheld arms used were similarly correct, or at least correctly used - in one scene, Patric uses the receiver from an Enfield to repair a broken RPG. While I'm not sure it could be done without proper tools, the steps and actions are accurate from my limited experience.

My only criticism of this movie was in the use of language - the Afghans all spoke

Urdu (or some other Afghan dialect), while the Russians all spoke English. This was necessary to provide a language barrier between the mujahadeen and Patric later in the movie, but forced you to either learn Urdu or read half the movie.

Historical Accuracy: Four Stars. I can't say the events were real, but the situations, vehicles, and weapons used were.

Storyline: Five Stars. This one kept moving at a good pace, kept a good story, and had plenty of interrelated plot lines to keep the story interesting.

The "Guy" Factor: Four Stars. It's not until the end that there is a balanced fight scene between the mujahadeen and the tank - everything until then consists of weapons fired ineffectively, or weapons fired at unguarded targets. However, some very good shots from the turret and interior points of view lends credibility.

Overall: Four and Half Stars. A war that has received little interest from American movie makers is well portrayed here, and a tight group of characters makes this a very interesting picture. This picture works on both the surface in its storyline, and underneath in its themes and subtly drawn conclusions.

Mini-Review: Also Rans:

Sahara: Three Stars. Not the more recent movie of the same name, but a 1943 Humphrey Bogart movie about an American tank lost in the north African desert. Well done character study, with a good plot, but some stereotypical characters give a hokey propaganda feel to parts of the movie, and the time line is highly compressed, going from the fall of Tobruk to El Alamein in a few days time. Not historically accurate from what I can tell (but how are you going to get German vehicles, or even a spare Sherman tank, in an American movie in 1943?), but entertaining nonetheless.

Next Month: *The Enemy Below*, plus some extras.

Emerald City II Buffcon Fire & Life Safety Model Contest

by Carl Kietzke

The Emerald City II Buffcon Fire & Life Safety Model Contest will take place on Saturday July 22, 2006, at the Seattle Fire Department Training Center, located at Olson Way and Meyers Place in Seattle.

050 Junior (Under age 12)

100 Antique Apparatus pre WW II

150 Horse & Hand Drawn

200 The Classic Era 1940-1959

300 Transition 1960-1985

400 The Modern Era 1986 to present

450 The Future

500 Support & Utility

600 Ambulances

700 Fixed Wing Aircraft

800 Rotary Wing Aircraft

900 Fireboats

1000 Other

Categories 100-400 may be split to separate Pumpers, Aerials, and Tankers if entries warrant. Categories 100-400 are for Pumpers, Aerial Devices, and Tankers. Category 500 is for Light and Heavy Rescues, Special Purpose, and Department Utility Vehicles.

IPMS judging guidelines will apply generally. Categories may be split at the discretion of the Judges. Chief's Choices are solely at the discretion of the Fire Chief.

For further information, contact Carl D. Kietzke at cfyre29@yahoo.com



Ted Holowchuk 1/32nd Scale 1934 Ford for Door Prize

by Stephen Tontoni

On Saturday, May 20 at the IPMS Seattle meeting, there will be a special item in the door prizes. Jim Schubert has a few models done by our great friend, Ted Holowchuk, who passed way in 2002. Jim suggested, and I liked the idea, that we will have a model on the door prize table he built in 1983 of a 1/32nd scale 1934 Ford. This is not an auction but a regular door prize. So tickets, as always, are just \$1 and you can buy as many as you want. Unfortunately, there is only one Holowchuk model at the door prize table. Of course there will be a bunch of other items you could win if you don't get this Ford! This model is signed on the bottom of it: 34 Ford, 1/32, 1-83, WTH.

Good luck!

PS: in the photo, it's sitting on a base that I cast and painted; it comes with the model, if you want it.

PrezNotes

from page 1

Here is the official Modelfy rule: Mod el fy (mad '1 fiii) v. [[Fr modele < It modello, dim. of modo, L modus, prec]] 1a) to take a perfectly good small copy or imitation of an existing object, such as a ship, building, etc., made to scale and

change it in some whimsical, speculative or horrifying way. b) to distort a representation of something. c) a desperate attempt to not waste an expensive kit you have screwed up in some way. d) an annual rite in the Pacific Northwest Scale Modeling community during which the natives (and gullible transients) all agree (well, to be honest, only the ones still talking to each other actually agree) to purchase the same model kit and build it in some way unforeseen by the manufacturer. vt. -ied or -ying 1a) to mutate a model of b) to refuse to conform to a standard [to modelfy one's behavior]

See also: Tamiyafication, Revellify, and worst of all, Matchboxify

Some of the kit subjects chosen at the Museum of Flight contest included a Kubelwagen, Fairey Rotodyne, P-38, Wright Flyer, rail dragster, F-14, I-16, and others. It would be fun to bring it back.

We'll see you at the meeting,

Terry

Only in Modelfy can you turn an Airfix 1/72nd scale Fairey Rotodyne into a 1/48th scale submarine!



Upcoming Model Shows

Saturday, June 3

Peninsula Model Show and Contest 2006. Sponsored by IPMS North Olympic Peninsula Modelers Society. Building 204, Fort Warden Park, Port Townsend. 9:30 AM - 4:30 PM. Registration closes at 1 PM. Entry fees: Adults \$5, plus \$1 per model up to five, additional entries free; Juniors (age 17 and younger) \$3, plus \$1 for unlimited entries. For more information, see <http://www.nopms.net/2006showandcontest.html>

Saturday, July 22

Emerald City II Buffcon Fire & Life Safety Model Contest. Seattle Fire Department Training Center, Olson Way and Meyers Place in Seattle. See page 14 for category listing. For further information, contact Carl D. Kietzke at cfyre29@yahoo.com

Saturday, September 16

IPMS Region 7 Convention at Evergreen Aviation Museum 2006, sponsored by Oregon Historical Modelers Society and Evergreen Aviation Museum. 500 NE Michael King Smith Way, McMinnville, Oregon. For more information, visit the web site at www.geocities.com/oregonshow, or contact Brian Yee at 503-309-6137.

Saturday, October 7

IPMS Vancouver 36th Annual Fall Model Show and Swap Meet. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more info, contact: Warwick Wright, phone : 604-274-5513, e-mail, jawright@telus.net, or visit the show web site at [www: http://members.tripod.com/~ipms](http://members.tripod.com/~ipms)

McChord Air Museum/Fort Lewis Museum Visit

We still have room for more people interested in visiting McChord Air Museum and/or Fort Lewis Military Museum, as announced in last month's newsletter. We have had two members with the necessary credentials who have volunteered to escort visitors. Both also have vans capable of seating seven people.

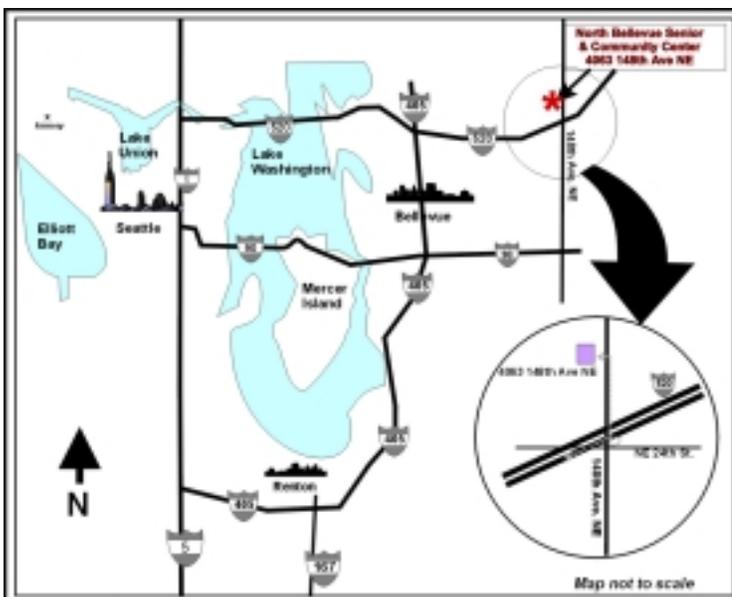
If you are interested in seeing the museum(s), please contact the editor at baclightning@yahoo.com, and we'll find a day and time that works for all.

Meeting Reminder

May 20 (Note new date)

10 AM - 1 PM

Crafts Room



**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.