

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2007

PREZNOTES



Again this year, we are going to have two meetings this month: our regular monthly meeting this Saturday, and then the following Saturday is our annual Spring Show at the Renton Community Center. We'll use the meeting to make sure all of our "i"'s are dotted and our "t"'s are crossed for the Spring Show the week following. We'll also be asking for some more member support at the show. I am not asking for the sun, the moon, and the stars, but we need just a little bit of your time to help in these areas. All I want is an hour or so of your time. I would like to see more of our membership work to make this a successful show.

You know, if any more "correction" sets are released for the Trumpeter F9F, you won't even need the Trump kit to build the model! I think the one press release that bothered me the most was for the set that announced it would eliminate the problem with sink marks. Give me a break! I checked three kits at two different locations and did not see one single sink mark on the part in question. It's a rather bogus attempt for the manufacturer to sell more product. And if you think you need an aftermarket set to take care of problem sink marks, then you should probably think about taking up another hobby. I mean really - how many models do you have that you've had to take care of sink marks with a wee dab of filler putty. It's certainly cheaper than laying down a Jackson or two for a hunk of resin. As long as we're on resin bits, some day I sure would like to see an honest review on the major on-line websites. Just once, I'd like to see Brett Green (Hyperscale), or Scott Van Aken (Modeling Madness), among others, call a spade a spade and say that such and such resin bits have problems. Whether it's an issue of necessity (why do we need this cockpit set?) or buildability (the parts are fragile and break when you try to remove them from the casting blocks) or fit (I had to

remove excessive amounts of plastic and resin just to get the fuselage halves to fit). Just once I'd like to see a little bit of, dare I say, honesty, for some of these reviews. I know it's a bite the hand that feeds you situation, but still, I'm seeing all these positively glowing reviews for products that don't deserve them.

And here is the latest aftermarket kit that has come to my attention: the Adlers Nest 7.92mm cartridges in 1/35th scale. A ten pack of cartridges is about \$8.50. Eighty-five cents apiece for a miniscule bit of resin (insert eye roll here). What is the cost of a real cartridge? I'm still steamed that I haven't seen a cockpit set for my Frog Whitley yet, but now there are three interior sets for the new Trump Wellington, which really doesn't need them! Grrr....

We'll see you at the meeting,

Terry

Correction

In last month's photo review of the NWSM model show, a photo of Bill Osborn's collection was misidentified as being built by Warwick Wright. My apologies for the error.

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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
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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 2007 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.

April 14 (Bellevue)
May 12

April 21 (Renton Spring Show)
June 9

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

NorthWest Scale Modelers' Display: Launch! 50 Years of Space Flight

by Stephen Tontoni

Several modelers helped install a space-themed model display at Seattle's Museum of Flight on the weekend of April 8. With various scales in the two cases, this extremely eclectic display incorporates kit models, prototype models, industrial models, as well as relics from the years of human space flight. Modelers who currently have work on display: Jim Schubert, Les Knerr, Doug Girling, Tim Nelson, Jake Schultz, Don Conrad, Tracy White, and Stephen Tontoni. Although it took some doing, we managed to organize

the two cases so that they effectively illustrate the story of space research and human space travel (jury's out on aliens... but, as they say, the truth is out there). Next week, April 14, will be Yuri's Night at the Museum of Flight; several of us (and you should go) will be there from 7pm to 10pm. The keynote speaker this year will be retired NASA Astronaut and Navy Captain Wendy Lawrence. Our display will probably garner the most attention from 9pm to 10pm, so it'll be great to have modelers present. This display is also a teaser for the opening of the Museum's new Space Exhibit in June.

So, come down to the museum and check out the display!



Pete Forrest

The Northwest scale modeling community lost one of its own on April 4, when Pete Forrest lost his life in a motorcycle accident. Pete was a member of IPMS Pearson Modeleers in Vancouver, WA, but was well-known to IPMS Seattle members through his regular appearances as a vendor at our Spring Shows. Pete was the inventor of the Hold and Fold tool for bending photo-etched parts, which was available through his business, The Small Shop. He is well remembered for his outgoing personality, and his enthusiasm for, and knowledge of, our hobby. Pete leaves behind four daughters, Lauren, Lattisha, Libby, and Lilly. Our condolences to them, and all of Pete's other relatives and friends.

Model Car Sunday 18

IPMS/Puget Sound Auto Modelers Association presents Model Car Sunday 18, May 6, at Puyallup Elks Club, 314-27th St. NE, Puyallup. Theme Category: 75 years of the '32 Ford. Time: 9:00 AM - 3:30 PM. Admission Fees: \$5 up to 3 entries; \$1 each additional entry. Spectators \$3; Ages 7-15 \$2; Under 6 Free. Swap Meet tables \$25.

For more info, contact Carl D. Kietzke, phone 206-938-2389, e-mail cfyre29@yahoo.com

2007 IPMS Seattle Spring Show at a Glance

Saturday, April 21

Registration - 9 AM until 12 noon
 Public Viewing - 10 AM until 3 PM
 Judging - 12 noon until 3 PM
 Awards Ceremony - 3:30 PM
 Show Close - 4 PM

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

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

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

Entry Fees:

\$10 for Adults (unlimited entries)
 \$5 for Juniors
 \$5 for Spectators

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have created both a Microsoft Word and an Adobe PDF form for people to fill out ahead of time. Please feel free to either print and fill it out or fill it out in Word and print for maximum readability. The forms can be downloaded at:

<http://www.ipms-seattle.org/Springshow/2007registration.htm>

Please note; there will be two separate lines for registration;

1. For pre-filled out forms.
2. For forms obtained at show registration, that needed to be filled out at the show.

Do not fill in the number! This will be assigned to you when you pay your entry fee at the door. Please note: Any model without a registered number will not be eligible for judging or awards.

Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 15. At their discretion juniors may enter senior classes)

- 001. Aircraft *
- 002. Armor *
- 003. Automotive *
- 004. Space Fact/Experimental/Future Technologies
- 005. Pre-finished (any subject: must have some modification from out of the box)
- 006. Miscellaneous (incl. figures, dinosaurs, naval)

BEST JUNIOR AWARD

AIRCRAFT:

- 101. 1/73rd & smaller; all subjects *
- 102. 1/72nd single prop *
- 103. 1/48th single prop *
 - A. Axis *
 - B. Allied *
- 104. 1/72nd multi prop *
- 105. 1/48th multi prop *
- 106. 1/32nd & larger prop *
- 107. 1/72nd single jet *
- 108. 1/48th single jet *
- 109. 1/72nd multi jet *
- 110. 1/48th multi jet *
- 111. 1/32nd & larger jet *
- 112. Civil, sport, racing, airships; all scales *
- 113. Airliners; all scales *
- 114. Rotary wing; all scales *
- 115. Biplanes/Vintage Types; all scales *
- 116. Miscellaneous; scratchbuilts, vacs & conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES & WEAPONS:

- 201. 1/35th & larger, closed top through 1945 *
 - A. Axis *
 - B. Allied *
- 202. 1/35th & larger, closed top after 1945 *
- 203. 1/35th & larger open top AFV, half-tracks & self-propelled guns *
- 204. 1/36th & smaller, all eras & subjects *
 - A. 1/36th & smaller (except 1/48th), all eras & subjects*
 - B. 1/48th all eras & subjects*
- 205. Soft-skinned, all eras & scales *

206. Towed artillery & missiles, all eras & scales *

207. Miscellaneous; scratchbuilts, & conversions

BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

(Horse & rider, mounted or dismounted, are a single figure. Two figures on base are a diorama.)

301. Smaller than 54mm (excluding 1/35th)

302. 54mm (including 1/35th)

303. Larger than 54mm

304. Sci-fi, Fantasy Figures and Creatures

BEST FIGURE AWARD

SHIPS:

401. Powered - 1/700th and smaller *

402. Powered - larger than 1/700th *

403. Unpowered *

404. Submarines *

BEST SHIP AWARD

AUTOMOTIVE:

(All scales; non-military)

501. Factory Stock *

502. Hot Rods *

503. Custom *

504. Pick-up trucks *

505. Commercial Truck, Van, Fire & Rescue, Misc *

506. Competition - Closed Wheel *

507. Competition - Open Wheel *

508. Motorcycle *

BEST AUTOMOTIVE AWARD

SPACE FACT/EXPERIMENTAL/SCI-FI VEHICLES:

(all scales)

601. Space Fact

602. Aerospace Testbeds & Record Breakers

603. Sci-fi, Vehicles

BEST SPACE FACT/EXPERIMENTAL/SCI-FI VEHICLES AWARD

DIORAMA/VIGNETTE:

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

701. Aircraft

702. Automotive

703. Armor

704. Space Fact/ Future Technologies/ Fantasy (Including dinosaurs)

705. Naval

706. Figure Diorama

BEST DIORAMA/ VIGNETTE AWARD

OTHER CLASSES:

801. Collections (five or more related models)

802. Flights of Fancy/Hypotheticals (all scales)

803. Animals/Dinosaurs

804. Group Builds

805. Miscellaneous (anything not covered above)

NOTES:

a. Prior IPMS-Seattle First Place winning models are not eligible.

b. IPMS-USA National Contest Rules generally apply.

c. Head judges' decisions are final! If you have a question please contact them.

d. Only one category per model.

e. Where classes are subject to interpretation, the entrant may choose the category; Judge's may reassign models to a more appropriate classes at their discretion.

f. If your diorama is overly large, or has special requirements, please contact the show chairman prior to the show.

g. At the judges' discretion "Highly Commended" ribbons may also be awarded.

h. At the judges discretion categories may be split.

i. Judges wear ID tags. After awards are posted, feel free to discuss your results with them.

j. There will be one "Best Out of the Box" award per designated (*) category.

k. Models in display cases during judging will not be judged. No exceptions.

Out of the Box Rules

Out of the Box is intended to provide a forum to modelers who do not wish to make alterations or add additional details to a model. Out of the Box means that you have built the kit using only parts in the box, without alteration or addition, following the assembly instructions provided by the kit manufacturer.

Out of the Box entries will be judged by the following rules;

Kits. Any commercially available kit may be used.

Finish. All finishing techniques are allowed. Decals other than those included with the kit may be used. Insignia, markings and instrument panels may be hand-painted instead of decaled. Weathering is permitted.

Construction. The modeler may: Fill seams, gaps, sink holes or injection pin holes. Scribing lost during this process may be restored.

Sand off rivets and imperfections in the moldings.

Drill out gun ports, gun barrels, air intakes, vents, exhaust pipes or other appropriate openings.

Thin to scale such parts as trailing edges, flaps, hatches, doors, etc;

Add rigging and antennas;

Add simple tape, foil or decal seat belts in the cockpit or the interior of a vehicle. (No commercial or manufactured hardware – e.g., buckles, etc.).

It is **not** permitted to:

Vacuform, scratch-build or replace any part.

Substitute parts from another kit.

Cut or separate canopies, surfaces, hatches, doors, etc. (no surgery).

Combine a standard kit with a conversion kit.

A model that has raised panel lines may not be totally rescribed.

Add anything other than as specified on the instruction sheet, except as shown above.

Instruction Sheets: Modelers must attach the kit instruction sheet to the entry form. Models entered without the ability of the Judges to refer to the instruction sheet may not be considered for an award.

Please respect the spirit of these requirements and happy modeling!

IPMS Seattle Spring Show Special Awards

Here is an up-to-date list of special awards to be presented at the April 21 Spring Show:

- Best Finish/Ted Holowchuk Award** sponsored by IPMS Seattle
- Best British Subject** sponsored by Robert Allen, Andrew Birkbeck, and Keith Laird
- Best Canadian Subject** sponsored by IPMS Vancouver BC
- Best Civil Auto/Motorcycle** sponsored by Jon Fincher
- Best Airliner** sponsored by Norm Filer
- Best Submarine** sponsored by Oregon Historical Modelers's Society
- Best Bare Metal Finish** sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Group
- Best Small Air Forces** sponsored by Jim Schubert and John Alcorn
- Best 1942 Pacific Theater** sponsored by Tracy White
- Best Fire Fighting Aircraft** sponsored by Dan Farnham/Scale Firebombers
- Best What If?** sponsored by Jon Carr Farrelly
- Best Italian Subject** sponsored by Stephen Tontoni and Will Perry
- Best NATO Aircraft** sponsored by Internet Modeler
- Best Fire/Life Safety Vehicle, Land or Sea Based** sponsored by Seaside Fire Service
- Best 1/32nd Scale Aircraft** sponsored by Shawn McEvoy
- Best Street Rod/Custom** sponsored by IPMS/PSAMA

Don't forget the *Jasta Schweinehimmel* (see page 8)!

2007 Scheduled Vendors

Skyway Model Shop - Models & Aftermarket sets (Five Tables)
 Just Plane Hobbies - Models & Aftermarket (Five Tables)
 Masterpiece Models (Four tables)
 R&J Enterprises - Armor Kits & Conversions (Four Tables)
 Galaxy Hobby - Static & RC (Four Tables)
 Rare Plane Detective (Three Tables)
 American Eagles (Three Tables)
 Old Thyme (Three Tables)
 Everett Quam (two tables)
 Mike Lane (Two Tables)
 Terry Davis (Two Tables)
 Ed Souza (Two Tables)
 Garland Angleton (Two Tables)
 Kancali's Custom Modeling accessories - Diorama Supplies (One Table)
 DrawDecal (One Table)
 Far East Hobbies (One Table)
 Rob Otero (One Table)
 Jim Walker (One Table)
 Charles Adams (One Table)
 Steve Cozad & Andrew Birkbeck - Wood Bases & Misc kits (One Table)
 David Gardner (One Table)
 Scott Taylor (One Table)
 Garland Angleton (Two Tables)

Spring Show Raffle

As in years past, we will have a raffle this year. Entrants receive one ticket per model (limited to five).

You will be able to buy tickets, so the raffle will not just be limited to people entering the contest.

If you have kits you would like to donate as raffle prizes, please contact raffle coordinator Eric Christianson at modelereric@comcast.net

Ticket Prices
 1 ticket: \$1
 6 tickets: \$5
 15 tickets: \$10

Eliminate Offensive Graphics

by Frank Lee Nescient

Awhile back, the publication *Model Aviation*, which caters to the R/C flying-model builders, ran an exchange of 'Letters to the Editor'. The author of the first told how he'd entered model contests with German aircraft from the 1933 to 1945 period, and was shocked and distressed when the judges docked him several points for leaving a certain graphic off the tail fins! He observed it was just like forcing him to flaunt something hateful!

There's no excuse for this, and you all know what I'm talking about. Wikipedia has a long article with a lot of nonsense about the crooked cross dating back to the New Stone Age, serving as a symbol of good karma in several Eastern religions, being a common element of architecture, forming part of Native American mythology, and connected with a host of art and festivals with a large variety of groups and



peoples around the world, from ancient times right up to the present day.

This may be true, but come on, now: is the average American Joe Blow going to educate himself about all that? Will he learn that the Latvian and Finnish markings on our models actually pre-date National Socialism? Will the crooked crosses on American Indian war bonnets

convey their timeless ubiquity? Of course not! Everybody knows, deep down inside, that this symbol—whatever its derivation or history—really signifies hatred of a particular ethnic group, a longing for the depraved glory of Nationalist Socialist Germany, and an implicit promise to support the rise of a fourth Reich.

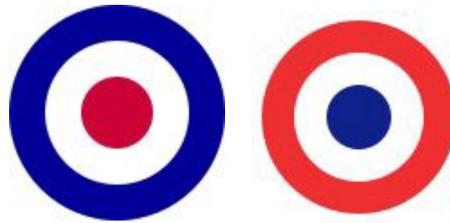
That’s why this symbol should never be used on our scale display models. Especially, it ought not to be put on public view at our contests, when anybody can wander in off the street, pay a few dollars expecting to partake of lighthearted ‘family-friendly’ entertainment, and suddenly be confronted with disturbingly offensive images.

But we shouldn’t stop there. The principle of not offending people is too important. It wasn’t taken far enough by the *Model Aviation* writer. We in IPMS can do better, and be careful of all the things we put on display.

For example, our culture has been profoundly reformed in the years since the Second World War, particularly by the women’s liberation movement. Why, then, do we persist in promulgating outdated sexist graphics? Surely there are enough ways to model B-17s and B-24s without decking them out as ‘Booby Trap’, ‘Virgin-A-Broad’, and ‘Pistol Packin’ Mama’!

But that’s minor sideshow nuisance compared to national insignia, of which that crooked cross is merely the most extreme example. In a multicultural society like ours, I believe that our judges should downgrade any model that bears the following insignia, each so fraught with history and symbology, and so offensive to so many people:

How many millions of people, in a host of small countries around the globe, have groaned under the oppression and exploitation of the Western European colonial powers for almost half a millennium? Why tolerate, today, these symbols of the worst of them?



Whatever romance may have been connected with the Age of chivalry, Camelot, and even Princess Diana, residents of the modern world are keenly aware of how repressive and anti-egalitarian is Monarchy. Yet many national insignia still hearken back to some royal connection. This icon here is only the most obtrusive.

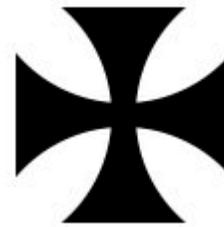


Its rhetoric supposedly promises salvation and liberation to the working man, but communism as a force in the real world has mostly meant rivers of bloodshed, both within communist countries, and in wars with all their neighbors. Especially, our own fighting veterans and their relatives must be terribly stressed by the sight of symbols of Korea and Vietnam, puppets of the all-engulfing Red Menace. Multitudes of variations of red stars should be anathema to us all.



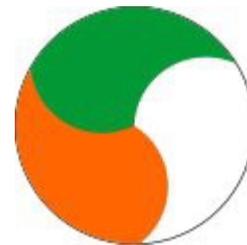
Scarcely anyone is alive today who witnessed the whole mess starting, but that doesn’t lessen our revulsion at the collapse of civilization into the most barbarous worldwide warfare in 1914.

Here’s the symbol of the Austro-Hungarian Empire, which started the whole sordid slaughter—and note how much it looks like its northern neighbor’s, the primary engine of destruction during WWI, and the even greater conflict that followed just twenty years later. Crosses like this really



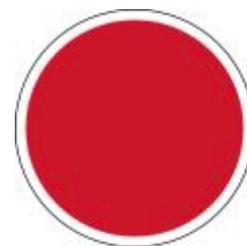
ought never to be seen, and it’s particularly disturbing that some members of the hot-rod and motorcycle crowd have adopted it as a sort of good luck charm.

We should be careful even of ostensibly neutral symbols...they may be fraught with bad connotations. Look at this one: its tricolors are supposed to represent peace between the major warring cultural



factions in Ireland, but we all know that this has never been settled, and violence persists to this day. Why inflame the issue by displaying these colors?

Here’s one whose continuing public visibility is next to incomprehensible. Once it was representative of its Asian nation’s rabid, xenophobic, Samurai militarism, undeclared wars, and alliance with Nazi Germany. In more modern times, it’s the



sign of breathtakingly sophisticated—and intimidating—worldwide economic power and influence. How can we bear to display it?

Bearing in mind that societies and governments often employ symbology for their own sordid propaganda purposes, in contrast to reality, consider this symbol. Its apologists claim to represent freedom, liberty, and prosperity for all, but to many around the world—such as in Vietnam and Iraq—all it symbolizes is corporate capitalism run amok, hand-in-glove with unrestrained Military-Industrial-Complex imperialism and high-tech, ‘smart’-munitions destruction. Let’s ban it from our displays.



I leave this issue in the sensitive and perceptive minds of my fellow modelers. I know you’ll do the right thing.

Tri, Tri Again

by Ken Murphy

July, 1918 somewhere over London. The rear gunner of the Gotha looked on with trepidation as the Sopwith Camel slowly rose below the giant bomber. As he lowered his Parabellum, a smile crossed his face. He watched as a three engined Fokker Dr.III escort dove on the Camel, guns blazing...

What?

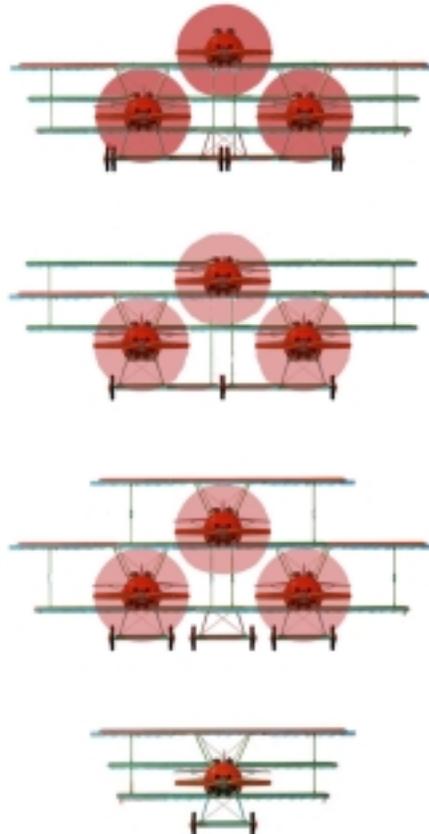
Never heard of the infamous Fokker Dr.III escort fighter? Well you’re not alone. I just made it up.

Among the many joys of our craft is the detailed research into our subject, finding an interesting paint scheme and markings, adding just that little bit of extra detail to the wheel wells. Also, learning about the history of the subject, where it was made, who used it for what and when, discovering interesting bits of trivia.

But sometimes the slavish attention to detail and accuracy can seem tyrannical. So every now and then I feel the urge to just cut lose and engage in a flight of fantasy. Usually, I don’t need much of an excuse, but Mike Millette came up with the idea for a group build that was right up my alley.

The idea for *Jasta Schwinehimmel* (or “Squadron Pig Heaven” if my German serves), is simply to design your own WWI-era airplane using the technology of the time. Any 1/48th scale kit is a good starting point and there is quite a selection to choose from. Now all I needed was an idea...

What if... What if you had a real triplane? Not just three wings, but three everything? Three wings, three fuselages, three tails, three engines, three landing gear, three crewmen, etc? That sounded like fun. Of course, that would mean three kits. The old Aurora Fokker Dr.I kit would have been perfect. Simple and easy to build, just one



problem – where could you find one, let alone three? Scott Kruize came to the rescue. He had learned that the Smer kit was a reissue of the old Aurora mold and was readily available and cheap. He purchased them on e-Bay for me and I was in business. Now all I needed was a design...

I found some profiles on the internet and using my clever Photoshop skills, I sliced and diced and came up with three (of course) workable designs, eventually settling on the one I thought would be the easiest to build.

With plans in hand, I set to work. The first thing I noticed was the cover of the box clearly states: “a 1/44th scale kit.” Guess those old Aurora kits were not too accurate, but for my purposes, close enough. Examining the sprues, I instantly recognized the old Aurora molds. Then my heart sank. The closer I looked, the more defects I found. Everywhere. Not just a greater than usual amount of flash, but sink marks, misshapen and rounded edges and something I’d never encountered before; depressions in the wings opposite the grooves for the struts. These were seriously worn out molds – or so I thought. Later I would find out that these molds weren’t the originals, but knockoffs. Great - I had three kits, what was I going to do? I decided against all reason to try to make something of it anyway.

I got out the files, sanding sticks, palette knives and putty. Mr. Surfacer, Zap-A-Gap and sheet styrene. The X-acto knives, saws, trowels and graters. Jack hammers, picks, shovels, and concrete. No wait, those last things were for the patio, but I might as well have used them – the end result was more a sculpture than a model. As Jon Fincher will quickly attest, the model is unbuildable. Of course, he chides me for leading him into thinking it was buildable, simply because I built it. Well, I didn’t build it so much as I carved it.

After the basic form was hammered into shape, the rest was relatively easy. I scratch built the rear gunner stations with their Parabellums. The figures were from

my spares box. The only thing from the kit I can recommend is the decals. They're actually O.K. The white crosses were dense enough to cover the black and thin enough to lay down well. Unfortunately, that's not enough to salvage this kit. The whole process has turned me off to Smer (which I pronounce "schmear" with a derisive curl of the lip). I give this kit a big B.O.O. – Bill Osborn Only.

So use some other kit, there are plenty of good ones available. Let your imagination go wild and have some fun. There are still a couple of weeks left to get something on the table for the big display. Give it a try, I'd love to see what you come up with!



The 'Bat Outta Hell!': A 1/48th Scale Civilian XP-67

by Terry Moore

In August 1941, the new McDonnell Company submitted a bid for a twin engine heavy fighter and received a contract for two aircraft, to be designated XP-67. The popular name given to the aircraft was "Moonbat". The XP-67 was powered by two Continental I-1430 engines and carried six 37mm cannon. The Continental engines proved to be rather problematical, having a tendency to burst into flames at seemingly the slightest provocation. On a test flight in September of 1944 an in-flight fire erupted in the starboard engine and the plane was forced to make an emergency landing. Unfortunately, once the plane was on the ground the fire spread and damaged the sole flying example beyond repair. At this time the program was cancelled and work on the second prototype was halted, just before it was completed.

The second prototype and the remains of the first were sold for scrap after the war and purchased by a St. Louis metals dealer and aviation enthusiast, A.P. Rilfool.

Instead of scrapping the aircraft, he reasoned that there were enough salvageable parts on the remains of the first prototype to complete the second. His plan was to finish the second aircraft and race it in the 1947 Cleveland National Air Races. The aircraft was completed but the Continental engines were still causing problems. He missed the 1947 air race and took his time resolving the issues with the engines so that he would be ready for the 1948 air race. He nicknamed the plane "'Bat Outta Hell!'", a carryover from its original name, Moonbat. The 'Bat received race number 17 and was thought to have a pretty good chance to win. Unfortunately, during a test flight a week before the event, smoke filled the cockpit and Rilfool had to make an emergency landing. He got the plane down on the ground in one piece, but rolled off the end of the runway and into a ditch. The damage was minor

but he decided that flying in a competitive air race was not for him.

The plane sat for a number of years falling into disrepair, and eventually Rilfool sold it. The plane was dismantled and shipped by truck to a small aircraft company in California, Aero Confederate.

The staff at AC replaced the balky Continental engines with late model Rolls Royce Griffons that had much more horsepower and were available in great quantities at war surplus prices. Fortunately, very little modification to the airframe was required to adapt the Griffons and it was soon flying again. Aero Confederate decided that its sole designated mission was to fly in advance of firebombers to find the best way to attack a forest fire. No consideration was ever made of converting it into a firebomber, as it was considered by the owners of AC that it "would have ruined the lines of such a beautiful aircraft".

In its new form it was exceedingly maneuverable and served in its job quite well, flying as a lead aircraft throughout the '50s and '60s. Unfortunately, time caught up with the 'Bat and fatigue cracks were discovered in the main spar of the wing

and horizontal tail. It was retired by AC in the late 1960s, but for reasons unknown, it disappeared. No record exists of where it went to but rumors of sightings keep showing up to this day, mostly saying "a strange, bat-like aircraft flew over today". The last story to surface about the strange looking aircraft was that it was sighted, flying fast and low off the coast of Colombia. The story has yet to be confirmed.

I inherited this CollectAire 1/48 scale kit from a friend in a half-built state. I could tell that he had put more than a considerable amount of work in it with just putty and sanding alone. Perhaps that is why he passed it along to me. I'd always wanted to model this aircraft due to my interest in firebomber aircraft and the opportunity was presented to me with this model. There were no modifications necessary to the kit to make it into "'Bat Outta Hell!'", save for filling in the gun ports and adding an antenna or two. The aircraft was painted using Floquil Crimson and various shades of Alcaid II. Decals came from the spare decal box and the "'Bat Outta Hell!'"

Continued on page 16



Italeri 1/35th Scale Elco 80' Torpedo Boat PT-596

by Bob LaBouy



Introduction

And now from the 'other end' of the Chapter, I'd like to offer my alternate view of the recently molded Italeri kit. This is not a 'first look' review (whatever that is supposed to be anyway...). I purchase my kits and hesitate to share my observations until I have actually worked on the kit and most often have it completed, ready to bring to a Chapter meeting. These notes are not intended as a supplement or alternative view to Jerry's historical notes offered last month, rather my observations of the kit as I build it.

Initial Comments and Caveats

'Holly PT Boat,' this is one real big box and kit. It's over 18" wide, 28.5" long and 10" deep! Just seeing and then picking up this kit is an awe-inspiring experience – it's so large, you'll think it must be a 1/32nd scale kit. Nope, it's just another new kit from those crazy guys in the country shaped like a boot. The box for this kit won't even sit on my modeling desk. Though when I suggested we need a bigger modeling room and maybe house, my wife reminded me that the other solution is just to get rid of more of "my stuff" – obviously she doesn't understand!

This is another kit that must be driving Tamiya crazy - it's much more detailed and considerably less expensive, not to mention a better all around kit (in my opinion...). The advertised MSRP is \$150 for this kit, with many retail sources charging approximately \$135 and several online merchants asking around \$100. One can quickly see there is a considerable range in prices and careful shopping can save you approximately 1/3rd of the kit price. I initially think it's a great kit and a wonderful opportunity for many modelers. Like most such kits, it provides the basis for a beautiful model and like most, the 'devil is in the details.' As for the price, my 'guess' is that this will be the largest hurdle confronting the kit and probably keep most away from purchasing it. Should any after-market parts appear, the price of this project will quickly surpass \$200; in my part of the house, that's still a lot of money!

When I was much younger, there were several of these craft still being used around bases where my Dad was stationed. My favorite place was the small boat harbor at Coronado Naval Base, where there were several remaining PT boats in the early '50s. Just listening to their three 12-cylinder Packard engines rumble and then roar was a sound treat I've always remembered. Those boats produced over 4,500 horsepower and the sound can only be glimpsed if you visit the Lake Washington hydro boat course when the 'thunderboats' are roaring around their course. You can easily gain a sense of the power and sound produced by the PT boats themselves when they raced at full flank speed of over 40 knots.

As in the case of many of the recent offerings from Italeri, the 45+ year old company is clearly demonstrating their interest in producing sometimes rare subjects in the larger 1/48th and 1/35th scale range and doing so with excellent detail and attention to the finishing features sought by contemporary scale modelers. It's been interesting for me to see the remarkable progress (both in subject and accuracy) this Italian company has produced, especially over the last

three to five years. They have clearly thrown down the gauntlet – it will be interesting to see if the English, Americans, Chinese, and Japanese producers will match their diverse offerings. For me (as a Navy brat) their nautical offerings in 1/35th have been a treasure trove of products (especially the LCM and LCVP and now the famed motor torpedo boat).

Kit Observations and Construction Notes

As I mentioned previously, this is one big kit! When one first holds the box up one gets an impression of its size and weight. Once the box is open, and you observe and pick up the top deck, it starts to really sink in – this is really one very big, impressive kit! As I discovered with the Revell 1/72nd submarine kit, just holding this kit is a bit of a task. Warning: When you turn it around or over, I have already knocked other items over or off around my desk modeling area. I suspect I need one of those warning klaxons like I hear when the UPS truck backs up – I can just barely see the other end of the model, especially when I've got my Optivisor in place and have narrowed my vision to a smaller area. I also quickly decided, once I'd brought the kit to a Chapter meeting for others to see it, that the box had to go. It's just too big to sit around and I have no shelves to stash in, on, or under. I removed the parts and put the box into the recycle can. Another observation based on the size (and weight) of this kit: it is really an 'arm' full of a kit. For example, when adding the drive shafts, rudders and other fixtures about the hull, it is a serious issue to just lift, carry and hold the kit in a working position. Some type of a cradle would probably be worth the effort. Because of the obvious limitations, I left almost all of the surface or deck details until the hull and undersides were assembled and painted. It's still a chore.

Its beautifully molded, single piece hull is over 27" long and over 7" wide. Just holding it against any of my current models, throws a whole new light on the often mentioned phrase "Honey, I really think I need another display case..." My cursory look at the sprue trees indicates

approximately 375 parts, including plastic, photo-etched brass, wire, string (they call "cable") and both plastic and very nice machined aluminum gun barrels (for the 40mm and 37mm guns). The photo-etched sheets display the same high quality two-dimensional detail we've come to expect from the best third party brass detail manufacturers. The .50 cal M2 machine guns are also beautiful and compare with the finest of what we see in many armor kits today. The gun mounts are highly detailed and provide an impressive display of the boats' armament. You should also be very careful when you extract the part trees from the box; there are easily a dozen or more very delicate parts, railings, and pieces which may be easily broken if the trees are caught together.

The surface detail is impressive, with such details as passage ways, bulkhead details, exterior cables, nuts and bolts (where actually used on this largely plywood hulled boat) are clearly shown in both raised and inscribed details, along with some textured surfaces. Even the canvas surface detail is nicely replicated. There are a few details which while provided for in the raised detail may be best detailed by removing that provided by Italeri and providing your own. These include small cables and lines. I suggest this because that detail on the kit is very 'vanilla' in its presentation and quickly looks as a part of the underlying surface rather than the detail it is intended to illustrate. For example the cable run across the top and end of the crew cabin area is very mechanical and absolutely straight, as opposed to the more random and slightly askew nature of such a cable run in real life. The rope lashing around the canvas skirts on the machine gun tubes is another example.

There are, on the other hand, some downside notes. I am impressed with the bulk of the surface details, such as the gun mount platforms that are raised, crisp in their outline and finish and slightly raised in their profile to for the off-center slant in the deck surface (which drops off toward each side as it would on the real boat). The engineering and mold work isn't exactly what one would hope for when you've laid

out at least a hundred bucks for this kit. At best, I'd rate this as a 7 to 8 on the 'accuracy and attention to detail' scale (where, in my mind recent Tamiya offerings are a solid 9.5 to 10 and DML/Dragon probably a 9. The types of detail gaffs I'm talking about are the fit of parts to one another (especially in the cabin parts to the main deck) and the fit of round parts to one another. Attention to mold fitting seems to be about 'one click' off in most round parts. There will be filling and sanding and more than just a small amount. Railings and small parts that should be round in detail are often misshapen and require a lot of very detailed and careful sanding. The fit and finished appearance of many of the parts will require additional sanding, scraping and small amount of filling. I suspect you will be impressed with any of these kits constructed, but to achieve a higher level of 'finish' quality, you will need to invest a good deal of added effort and time, though the added appearance warrants the time with a model of size and cost in my opinion.

Beware, the plastic is brittle and easily snaps or breaks when you least expect it. Often the fit of parts requires fitting, filing or sanding and refitting, then filling and more sanding to assure a reasonable fit and completed appearance. You will also quickly see what I'm talking about when you go to put your base together and work to get rid of the many mold seam lines and push out or ejector marks. The base took me over two hours to finish alone. I also suspect 'closet engineers' in the group will find the photo-etch details to be thicker than they should be. The resulting pieces appear to be a bit heavy and thick when you look carefully at those pieces.

I found the instruction guide to be O.K. The instructions packet is comprised of almost 31 pages of drawings and looks generally good but less than I hoped for. There are a couple of places where the instructions assume you'll know that what is placed on one side of the boat is replicated on the other side. I found a few small omissions; an example is the need for positioning holes to be drilled, without

calling out those holes until it's too late. The placement of this same part (# 31D, on drawing #7) is only vaguely shown and then if you wish to see this part in other views (on later drawings), lots of luck, as I could never locate it in any other drawings (of the same compartment top area). There are also a few pieces where the place of the part is alluded to but no real idea or positioning spelled out. I found this particularly problematic in the placement of the port side splash screen (part #14D on page 7 as well). I couldn't determine its intended position on the deck surface and only by digging around a great deal was I able to determine that this screen actually is slanted in toward the cabin side at its trailing edge and not set parallel to the cabin sides as I initially expected. Even with the included brass corner braces, this positioning poses a serious question for the average modeler. A simple plan view sketch in the instructions would have been helpful. When you start to assemble the .50 cal gun mounts (each of which contains 18 parts!), the drawings just do justice to the parts involved and I wound up fiddling with them until I arrived at approximation of what the finished mount needed to look like. These drawings certainly didn't provide much of a roadmap for me. One other aspect missing from the kits instructions are the names of the actual parts and pieces; I wish the kit manufacturers provided this as a further aide for the builder. Guessing from the details on some parts, it's apparent the manufacturer doesn't know what the part is either and often those shapes and pieces are 'vague' in outline to say the least. I found a number of such parts in this kit.

In several aspects, what appears to be a pretty straightforward approach will quickly result in you having to use careful planning and modeling techniques. There are some tricky areas to be tackled during your construction, especially when thinking ahead about the ultimate painting and finishing details. The first such hurdle I encountered was the small windows and metal frames set into the surface decking. Assembling these as depicted in the instructions would have you glue the

windows into place, with the framing on top of the glass. I suspect a really skilled modeler could do this, though with the amount of very fine masking that would result is clearly beyond my skill level. I opted to install the ten photo-etched frame sections using cyanoacrylic glue (CA), painting them (outside and inside), 'weather' them, install the glass (from the inside) and then mask off each window area and leave that masking in place until the final outer surface detailing is completed. I know this sounds a bit complicated, but is the only approach I could think of to achieve the desired results. Again, while a bit complicated, the 'end result' seems to justify the 'means' in my opinion.

Even though there are several sub-assemblies involved in the overall construction, the amount of finish detailing will quickly disabuse you of your initial thoughts about this being a 'quick build.' With the many parts in this kit, the associated trimming, filling, filing and sanding will very quickly illustrate the amount of time and effort associated with this kit. It is significant in my opinion. Thankfully, Italeri took the time and effort (and our money) to construct the hull and deck in their entirety rather than halves or multiple pieces.

I also found there is a considerable amount of filling required – not in the usual sense of having to hide large seams, but insuring there aren't open gaps between panels and around the bottoms of the raised structures above the deck. These results from the not-so-perfect fit of details and panels and in several instances due to the limited amount of modeling skills I bring to the table. I used my currently favorite product the Apoxie Clay, which allows for small amounts of filler to be applied using a toothpick and then the surface 'wiped' rather than sanded. For many other areas, the old, time tested method of filing and sanding is required - and I do mean many other areas. There are a 'ton' of details to be addressed in this manner.

There is a pre-cut sheet of clear plastic to provide the clear windows for the boat. I

found these windows to be tricky in that they are not always cut to the exact size of the opening (requiring some slight trimming) and because there is a very small area for the window to be attached to the cabin wall or decking, I found it difficult to hide all of the glue (both Devcon 5 Minute and Testors Clear Parts Cement). The decal sheet is very nicely done, with perfect register and sufficient markings to finish only the '596 boat. I am sure, looking over the register of commissioned torpedo boats, by cutting the numbers apart, one could easily model another few vessels. The boat's nameplates are given in two printed stripes of a plastic material, which allows for the paper backing to be removed and then applied to the base side rails. Not quick 'my cup of tea' since it also advertises the Italeri Company with their logo in full vivid color, but for others, I'm sure this will enhance the overall appeal of the finished kit.

References

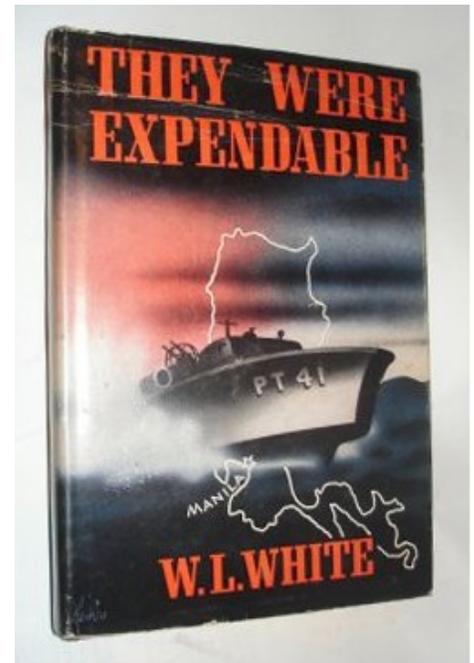
Like many of us, I start almost all projects these days by looking at what references I have or can assemble. As in most such efforts, the internet today provides us with a wealth of such references.

Even before turning to the other references, carefully reviewing the box kit artwork is a great place to start. From all written and visual sources I've found, this is one of the more impressive renderings. It well illustrates much of the details for the 80' Elco boats and provides a good source for color references.

It also has a great, though smallish (6x8") photographic reference manual. For a great many of us, this may be the only photo reference we'll see on this WW II torpedo boat. For many of us, it will be the only reference you'll need. It is quite nice, containing both B&W and color photos of the actual boats during the war years and several preserved examples scattered today around the U.S. It includes very nice photos of the boat, weapons, munitions, interior and exterior color schemes. There are also three nice color profiles (see copy on next page), which provide an interest-

ing three-tone scheme for the '596' boat featured in the kit's box art and drawings. She is carrying what is commonly referred to as "jungle camouflage." The one aspect that is a glaring omission is that of a set of decent three view drawings, which would be very helpful in locating and positioning details on the boat and clarify many of the ambiguities allowed for in the instruction pages.

As is the case with many of other modeling interest, I am drawn to this project by my images of the PT Boats in the Pacific, as demonstrated in one of my favorite books, *They Were Expendable*, by William L. White.



This was one of a great many books produced during the war referred to as "Victory Books" (not to be confused with the small British publishing house sharing the same name); those books published during the expansive World War II conflict and intended to bring the battle to the American home and draw everyone into the effort to support our wartime efforts and defeat our enemies. Mr. White's description of the country's valiant efforts in late 1941 and early 1942 did just that. To this day, I cannot think about the battles in the Pacific without thinking about crew of

the PT 41 and their uphill struggles in the Philippines. I'll try to get another short note off about the Victory Book Campaign, as a separate insight into "what makes some of us tick."

Another endearing image is based on the John Ford 1945 production by the same name. In this epochal WW II movie (which should be on anyone's must see list), John Wayne is at his larger-than-life best as LT(JG) Rusty Ryan. Robert Montgomery and Donna Reed also star in this film, though in my opinion Ward Bond's 'Boats' Mulcahey depiction steals the show and kept me from every enjoying his much later portrayal of some broken down wagon master on TV. While digressing, I should also mention that these two movie greats (Wayne and Bond, who were close personal friends as well) performed together in a number of movies, though their *Expendable* roles are probably only matched in their roles in *The Wings Of Eagles* (1957), *The Quiet Man* (1952), and maybe *Mr. Roberts* (1955). When 'Boats' is put on the beach, it will bring tears to your eyes (though as a 'real man' we're forbidden to cry in public – remember that you 'guys' out there).

It seems familiar to many of us these days based on our interest and knowledge of how precious few of the many aircraft built during WW II survive today. In the case of the U.S. designed and built PT boats, there were approximately 768 of these highly maneuverable, high speed and tenacious combat craft constructed. Not surprisingly, there only four or five of these water warriors still available today.

There is also a very nicely illustrated 32-page instruction booklet, which calls out



the specific colors illustrated in the color drawings in the above mentioned photographic reference manual. In my opinion, this manual is a very nice touch indeed and probably will fulfill many modelers needs for 'research.'

Those of us needing more "looking and reading" may find the following sources of great interest: World War II PT Boats Museum and Archives (<http://www.ptboats.org/index.html>), The PT Boat Page (<http://ourworld.compuserve.com/homepages/mandm/ptboatp1.htm>), the U.S. Navy's Historical Centers discussions (<http://www.history.navy.mil/faqs/faq60-5.htm>), the ever interesting and informative Wikipedia articles (http://en.wikipedia.org/wiki/PT_boat), a beautifully illustrated (with great, high quality color images) page covering the PT-617 boat displayed at the Battleship Cove Museum in Fall River, Massachusetts (<http://www.williammaloney.com/Aviation/ElcoPTBoat/index.htm>), The US PT Boats List (<http://www.hazegray.org/navhist/pt/summary.htm>)

While my personal list of references is small, they include Norman Polmar and Samuel L. Morison's *PT Boats At War: World War II to Vietnam* and the modeler's reference I see just about everywhere, *PT Boats in Action* by T. G. Connelly. I should mention quickly, that while I use the photo references in this 1994 Squadron Publication, I seriously doubt or question just about every word in contains, since the author attributes President John F. Kennedy with the Medal of Honor for his actions with the well known PT 109 in the Pacific. In my mind, when I encounter an error of that magnitude, everything that follows from that source is open to

question. Victor Chun's *American PT Boats in World War II: A Pictorial History* seems to be the current comprehensive resource readily available,

though the prices run from about \$40 on upward for this large 1979 Schiffer book. An exhaustive and extremely well thought out presentation of a great many PT Boat sources materials is contained on the PT-BOAT.Com web site at:

<http://www.pt-boat.com/books/books.html>

While on the subject, I should also mention that the PT-BOAT.Com site is really the place to go if you're absolutely about to go over the edge about PT Boats. It's primarily a source for those who intend to build operable models, but the wealth and breadth of the resources contained at this site will keep you reading and interested for hours – literally! I had no intention of building workable guns or torpedoes, but the designs and technical material to do so is contained there. I am surprised the Homeland Security guys aren't going crazy about folk building miniature, working Mk XIII torpedoes. There are great photos, including those of the polished (turned) brass master for the 1/20th scale torpedoes! Also included are copies of much of the original BuOrd materials on the Mk XIII – I was particularly captivated by the crosshead bearing and gear assembly between the torpedo engine and propellers. But I know you'll be as interested - right? Building the .50 cal machine guns, tubs, ammo and ammo belts will really drive you over the line.

This kit is a winner in my opinion – and while I hoped for more in a few aspects of the kit and its instructions. It provides the modeler with a very accurate model of one of the U.S. Navy's best-known and significant warships (or boats...) of World War II. It certainly builds into a very large, impressive display and addition to your WW II collection and compliments Italeri's earlier LCM and LCVP offerings. Aside from my comments about fit and details, I think its price will be the greatest hurdle facing this kit and may keep many builders from tackling this modeling project – which is too bad. Buy it and built it, I think you'll be pleased with your finished efforts and have modeled an important aspect of the Navy's World War II efforts. Now for the remaining serious issue – where is this monster going to be displayed?

Announcing the IPMS/Seattle Spitfire Contest

DECEMBER 8TH, 2007

(The December IPMS/Seattle Meeting)



(Image courtesy of the Museum of Flight)

Sponsored By
MODEL AIRCRAFT MONTHLY **Skyway Model Shop**

This contest was created to foster competition within the IPMS/Seattle and Northwest Scale Modelers clubs.

The contest rules are very simple:

- A) Build ANY 1/72nd scale Spitfire kit*
- B) Any decals, any accessories*
- C) Kit must be built in 2007*
- D) Contest is only open to IPMS and NWSM members*

*Grand Prize: One Year's Subscription to **Model Aircraft Monthly**
1st, 2nd, and 3rd Place prizes from **Skyway Model Shop***

FURTHER DETAILS TO FOLLOW!



'Bat Outta Hell'

from page 10

name was painted by hand. Since the model was received in a half-built state there was no possibility to add weight to the nose to support it on its tricycle landing gear, hence the crewman working on the plane is actually holding it up.

Sources

Interview with A.P. Rilfool, April 1, 1998

www.moonbatmemories.com (photos of 'Bat Outta Hell!')

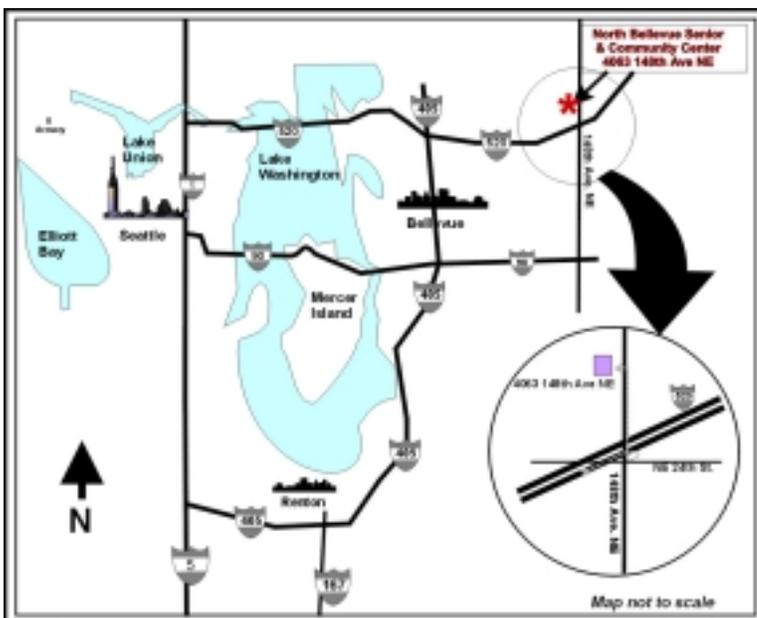
Aero Confederate Inc (photo of 'Bat Outta Hell!')

Forty Yard Dash to the Outhouse, Willie Makit and Bettie Dont (chapter 18 - Like A Bat Outta Hell!)



Meeting Reminder

April 14
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.