

Seattle Chapter News



Seattle Chapter IPMS/USA
October 2007

PREZ EDITOR NOTES



Terry was unable to contribute his regular column this month, so I thought I'd throw out a few more aviation trivia questions...

1. Which American ace destroyed more enemy aircraft while a prisoner-of-war than he did in his combat career?
2. What US Navy unit flew during WW2 carrying both British and American insignia? Why?
3. Which WW2-era aircraft was the last biplane in US military service? When were they finally retired?
4. Manfred Von Richthofen is most closely associated with Fokker and Albatros fighters. He had one victory, however, while flying a fighter designed by neither of these firms. What aircraft type was it, and why was he flying it?
5. World War Two saw advances in not only the design of aircraft but also all stages of aviation technology. In October 1944, the first fully automatic landing was made, using ILS signals and special radar equipment to monitor and/or adjust the autopilot. What type of aircraft was used?

Answers:

1. Howard Knotts was credited with six victories while flying Sopwith Camels with the 17th Aero Squadron, USAS. He was shot down and captured on October, 1918, but while being transferred to prison camp, saw a railway car full of Fokker biplanes being transported to the front. He managed to start a fire which destroyed seven Fokkers, one more than his air-to-air score! He was almost shot by firing squad for this act, but the sentence was commuted, and he returned home after the war.
2. A detachment of VB-114 operated from Lagens Field, Terciera Island, in the Azores, from August 1944 to the end of the war. Although the Azores was Portuguese

territory, Britain had an agreement whereby they could use the airfield as a base for operational missions. The US had no such agreement, so the VB-114 PB4Ys were required to carry dual US/British markings during their stay there.

3. A few Naval Aircraft Factory N3N-3 floatplanes were used at the US Naval Academy until 1961 to give familiarisation flights to midshipmen. They outlasted the Air Force's Stearman biplane trainers by 13 years, the last of those being retired in 1948.

4. Manfred Von Richthofen scored one kill, a BE.2c on February 1, 1917, while flying a Halberstadt D.II. In late January, 1917, his Albatross D.III suffered a wing failure at low altitude, but fortunately for him, Richthofen was able to land safely. While the problem was being investigated and his aircraft fixed, he flew the Halberstadt.

5. A Boeing 247. The only Boeing 247 in the RAF, serial DZ203, it was based at Defford with the Telecommunications Flying Unit.

Robert

In This Issue

Trumpeter F-100D Build	3
Before Is Back	6
Schneiders at the Nats	6
A War in Miniature	8
Hobby Shops Back East	10
Who's Sitting Next to You on That Flight?	12
This Hobby Is Too Expensive	12
2008 NWSM Show	14
Airline Collectibles Show	15
Upcoming Shows	15

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 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.

October 13
December 8

November 10

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	FIRST M LAST		
Address: _____			
City: _____		State: _____	Zip: _____
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$25 <input type="checkbox"/> Junior (17 years old or younger): \$12			
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) (IPMS#)			
		P.O. Box: 2475 North Canton, OH 44720	
Check out our web page: www.ipmsusa.org			

Trumpeter 1/32nd Scale F-100D Super Sabre

by Norm Filer

I did an "in the box" review of this kit in the July 2007 newsletter. Probably no reason to kill off more trees or electrons with more of the same, so head on back to that first review for your history fix.

Perhaps the first thing I should do is establish my viewpoint as I suspect it does color my opinions and viewpoints here and there. For the past 45 years or so I have build almost exclusively 1/72nd aircraft. So if at times you get the impression that I am thinking something like "Wow! This thing is big" you understand why. I spent a couple years around the F-100 and when this thing showed up on the local hobby shop shelves it was too much temptation.

Another item before we venture into the land of glue and X-acto blades. The kit provides parts for both early and late model F-100Ds. The differences are that early birds had straight refueling probes, the small cutout in the dive brake, with a matching well, and no arresting hooks. If you want to build one prior to about 1960 or so, all of the above would apply. If your choice is a later bird then go with the alternate parts.

Since the front office seems to be the place to start construction most of the time, we can start this one there as well. Overall, the interior parts are good. The cockpit tub is a good fit, and reflects the sidewalls of the F-100 pretty well. The individual panels are not really accurate, but since these tended to move around and change some with updates and new equipment additions to the real bird, they do give a good impression of the real thing when carefully painted. Only thing that needs to be added is the throttle.

The seat is another matter. While generally shaped pretty decently, there are some serious problems that are fixable but



annoying. First, the backrest has some odd cushion-like item in it. Not sure what it is intended to represent, but it should not be there. The fix is really pretty quick and easy. I separated the offending bottom part of the backrest from the upper back portion, then, used the bottom cushion part as a pattern, cut an identical sized chunk out of the side of a soft drink can. The curve is near perfect and then I super glued the top part onto the new back part. A bit of filing and fitting and it fit the rest of seat near perfectly.

Next on the seat was the seat bottom. This is actually a survival kit with an O. D. cushion on top that stays in the seat at all times. There is a big cutout in the front for control stick clearance. The kit bottom part does not have this cut out. The fix for this is easy; all that needs to be done is to cut out the notch.

The last item on the seat is the two armrests. Apparently Trumpeter copied a museum seat that had the armrests in the up position like they would be after the seat had been used. Normally these were folded down alongside the seat pan and back, with the hinge at the aft/rear end. The fix is pretty simple, just cut them off and relocate them. But the seat takes up all the available width and if you attach the armrests to the outside of the seat you can't get it into the space between the side

consoles. You have to cheat a bit and glue the armrests onto the top of the seat pan, not the outside as they should be. When it is done and in the model it looks just fine.

The seat cushion is actually a survival kit and stayed in the seat at all times. The two etched brass parts intended to be lap belts are near perfect for the two harness connections that sit on top of the cushion. The lap belts were rather complex and included a flexible tube that comes from the right side of the seat to the center latch area. None of that is included in the kit. One very noticeable omission is the cut-out in the front of the seat cushion for control stick clearance.

Last item in the cockpit is the instrument panel. It is probably the most accurate part in the cockpit. Most everything is where it should be and reasonably accurate. The oversize gear retraction handle can be shortened and the drag chute handle on the upper left is good when painted yellow. They did miss other yellow pull handles on the lower corners of the instrument panel, but they are easy to add.

One suggestion on the instrument panel, the overly thick panel, combined with the clear backing that sticks through the holes makes the film backing sheet impossible to see and everything looks clunky. Sand the back of the panel to as thin as you feel



comfortable with, then discard the clear part. Paint the back of the film white, then glue it to the thinned panel and fill the shallow instrument holes with Crystal Klear or something like that.

I built the fuselage with all the panels and stuff closed up. I was more interested in the markings and the overall model than one in apparent overhaul. I had some concerns about fit of all the different panels and rear fuselage. With this in mind, I decided to close all the panels before I glued the two fuselage sides together. That way I could access both the front and back of the panels while fitting. I am happy to report that everything fit very well. I think I used just a little putty on a couple corners.

Apparently Trumpeter did not bother to look at both sides of the fuselage because the kit has pretty much the same panels and stuff on both sides. They did catch the fact that the drag chute cover plates are only on the port side, but it looks like they caught that at the last minute and had to go back and fill the row of bridle doors on the right side. They didn't really get it clean, but a little work with the filler and sandpaper makes it good. The other differences are mostly panels and vents and stuff like that. Better to ignore the differences than to drive yourself to distraction trying to fill and re-scribe it all.

This thing probably has the most detailed jet engine ever put in any plastic kit! While a lot of it is somewhat simplified, all the

stator blades, compressor blades, afterburner spray bars, etc. are there. A complicated model in itself. And pretty much a total waste of plastic, brass and effort. While you can leave the aft fuselage off the model, and show the afterburner section sticking out the rear of the

fuselage, there is NO provision for showing any of the fancy interior or even for showing a separate engine should you want to. When you get the model done you can see about 1/8th of an inch of the bottom of the front of the engine by shining a light down the intake. The tailpipe is the usual black hole. I assembled just enough of the engine to allow me to glue it to the intake trunk on the front, and glue the afterburner nozzle on the back. In other words, it is a great big spacer for the afterburner nozzle.

After all the various bays doors, engine and misc. stuff is attached it is time for the big test, gluing the left and right sides

together. Everything fit very well and there were no surprises or mismatches at all. Before gluing the aft fuselage halves together, here is something to consider. All the control surfaces on the F-100 are hydraulic. So everything but the elevators center on shut down. The only displaced item is the horizontal tails. They go nose up to about 15-20 degrees. If you want to do this you need to remove the little tabs on both horizontal tails and fill the slot on the fuselage. Then drill and insert a short brass tube into the end of the horizontal tail and a sleeve fit short piece of tubing into the rear fuselage. The short part that goes into the fuselage needs to be short. Otherwise it interferes with the tailpipe.

Wing assembly is really pretty straight forward. You get an upper and lower main wing, with separate trailing edges that include both the ailerons and flaps. The leading edge slats are the only serious assembly on the wings, with all the little slat tracks as separate parts. While all the little slat tracks are still moveable, you need to make sure they all line up with the corresponding cutouts in the wing leading edge.

A note on those flaps, unless the bird was in heavy overhaul, they were never parked with the flaps down. The flaps were raised at touchdown to increase braking capability.



ity, and there was no reason to lower them again. In fact, if you taxied in with the flaps still down, the crew chief would signal (rather emphatically) to raise them. The ground crews hated them down because they were always in the way and seemed to just wait for someone to crack a head on them. Doing a walk around/preflight on a bird with the flaps down just about guaranteed a ding somewhere on your pink little body and a lot of (not very) hidden smiles on the ground crew that usually gathered to watch the fun. Unfortunately, the guy providing all the fun was seldom the guy that left the damn things down in the first place. But you only did it a couple times and did not forget to retract them again.

For some reason Trumpeter ran off the tracks early on with their choices of what ordnance to put with what kits. So far all of their big U. S. jets have had inappropriate ordnance, this one is no exception. The only really usable items are the Sidewinders, the practice bomb dispenser and the two fuel tanks.

There has been some discussion about the short 275 gallon drop tanks. They would be correct for an early F-100D with a straight refueling probe, the small dive brake and probably no tail hook, but most of the post-1965 tanks had a 28-inch plug just in front of the pylon to increase fuel capacity. What some enterprising aftermarket guy needs to do is make a set of the big 450 gallon fuel tanks.

Early F-100s were natural metal, later models were painted silver lacquer. When Vietnam rolled around, they went to the S.E. Asia scheme. Prior to 1960, TAC was full of very neat and colorful F-100s. In the winter of 1959/1960 everything went silver with nothing more than the TAC emblem and lightning bolt on the tail. I chose to model one of the 48th Fighter Wing's participants in the 1958 Fighter Weapons meet at Nellis AFB. They were certainly one of the more appealing schemes during this period.

The kit decal sheet is big and initially very impressive, but there are some problems.



First, all the "U.S. AIR FORCE" and buzz numbers should be a very dark Blue, not Black. And some of the buzz number lettering looks a bit odd. The stenciling is a riot of misspellings, odd words and nonsense. It might not make much difference to the overall model, but if you start reading them you start laughing a bit. One glaring example is the white words in the red lightning bolt on the 31st FBW aircraft. It should say "The Annihilator" What it says is....well I don't know.

Another item that will need attention is the two big "U.S. AIR FORCE" decals for each side of the nose. The large rescue markings panel and arrow should only be on the left side. The right side only has a small panel saying you needed to go around to the other side to rescue the pilot.

I replaced most everything with markings produced with Adobe Illustrator and printed with an ALPS printer. As this is being written it seems like all the aftermarket sources are gearing up for a bunch of resin and decal offerings. Hopefully they will provide replacement

stenciling too, not just fancy squadron markings.

Somewhere about now I need to say "Wow! This is one big hummer!" Now that it is done I have no idea where it is going to sit. My display case is already nearly overflowing with 1/72nd stuff. But the build was as enjoyable and satisfying as anything I have done in a long time. Fit of everything was excellent, and unlike my usual dinky scale stuff, each little part is project in itself. It was fun to complete each little subassembly and then add it to the model and watch the whole thing grow.

I will happily go back to my little stuff for a while, but it was fun playing in some one else's playpen for a little while.



Hurricane Bookshelf: Before Is Back

by Scott Kruize

Before Hawker Aircraft LTD., there was The Sopwith Aviation Company of Kingston-Upon-Thames. (Everybody besides Robert, our Editor, needs to wake up and pay attention here! Accept no substitutes: don't go around dealing with any of those other companies that might happen to be named 'Sopwith', but aren't upon Kingston-Upon-Thames!)

Before the Hurricane, there was the Camel.

Before *The Canvas Falcons* and *Time/Life's Knights of the Air*, there was *Snoopy and the Red Baron*.

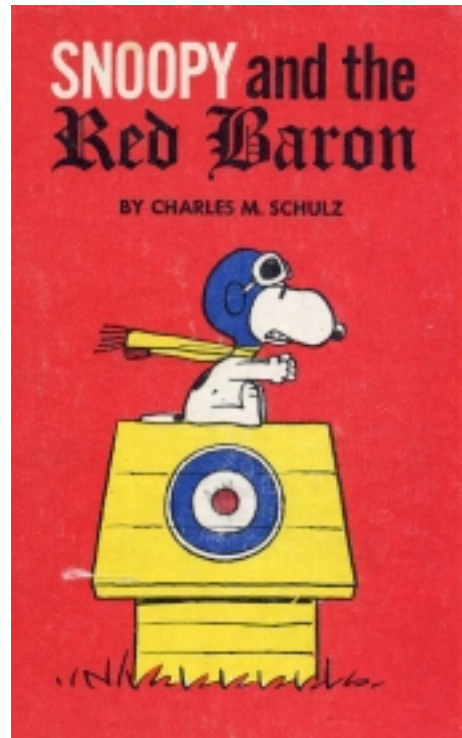
And before *The Blue Max* and *Flyboys*, there was *It's the Great Pumpkin, Charlie Brown!* For the first time, America—and the whole world—could see not just still images, but actual action in motion, of that hero of heroes: The World War I Flying Ace.

His calm courage and kindly attitude towards his inferiors were such an inspiration to his ground crew. His astonishing flying skill led him to assignment of the most dangerous missions, which he never shirked: "Another important mission today, eh what? - But I dare say they are all important, eh what?" His resourcefulness enabled him to triumph over the girls jumping rope, and Linus pulling his wagon...I mean, the barbed wire barricades and the desperate struggle with the engineer of the train carrying vital enemy munitions! Despite terrible danger, his courageous attitude enabled him to actually voice contempt for the anti-aircraft artillery of the enemy: "Archie, we call it... Nyahh, nyahh, nyahh, you can't hit me!"

But he was not so proud as to be above criticism: he accepted the serious 'tearing off a strip' he got from his Commanding Officer, "...for losing too many Sopwith

Camels!" (How I wish this scene was part of the television special, not just from the Sunday papers...)

Throughout, his charm persisted, making for instant rapport with the young French girls in farm cottages where he frequently took refuge, or with the barmaids when he would quaff a few root beers in an attempt to forget the War for a little while...



For he was never too foolhardy to ignore the danger: "I never should've left the Daisy Hill Puppy Farm!" Or to overlook the larger issues of war and peace:

"Curse the wickedness in this world! Curse the evil that causes all this unhappiness!"

But in the end, despite all adversity, he remains inspiringly optimistic about the Future:

"Some day I'll get you, Red Baron!"

The book (from Holt, Rinehart, and Winston) and the television special debuted in 1966. I was given the book then, as a present, and watched the first

broadcast. After forty-one years, I intend to watch it again with just as much enjoyment as ever. It's been a spur to building the many WWI planes I've built, including two Sopwith Camels: the Aurora kit back in my Calvin-esque days, and the DML/Dragon one I was roped into building for the Champlin Fighter Project at the Museum of Flight. But I shall abandon my work bench at the end of this month for a half an hour, and urge you all to do the same. The best approach is to gather together well-wishing friends and relatives with whom you exchange yearly Pumpkin Cards, especially children who weren't even imagined back in 1966. Light the room with only Jack-o'-lanterns carved from pumpkins taken from the most sincere patch you can find. Concentrate to follow the various sub-plots involving the other characters in the presentation. Admire once more The World War I Flying Ace and his imaginative aerial mount. Thank the Great Pumpkin for the inspiration given to Charles Schulz. And have a Happy Halloween!

1949 Schneider Trophy Race: Report from the Nationals

by Tim Nelson

All of the racers are safely back in town after a round trip trek of 2,400 miles to the IPMS/USA Nationals in Anaheim, CA in August. Our IPMS/Seattle group entry was a great-looking and very popular display. It got no attention in the contest results, and may not have even been judged for all we know, but that's beside the point.

The display was a battle from the start. Despite advance e-mail coordination with the Anaheim Nats organizers, we had to put the display up not once, not twice, but **three** times. They were short on tables, so Version 1 was extremely dense, like a short track NASCAR race with airplanes. We

succeeded in getting some extra space, so we were able to spread out a bit in Version 2. Then, the Fire Marshal dictated some changes to the tables along that part of the hall and we had to move to a different location, which was Version 3. All the photos reflect Version 3.

Space constraints made it impossible to display the “histories” with each model. So, I placed all of them in a “fan” on the right side of the display. That meant fewer people reading the stories, but made for a cleaner display.

As for the contest, the Best Group Entry award went to a display of the aircraft of Luke AFB. However, had there been a “Most Enthusiasm-Generating Group Entry”, we would have won it hands down. The display generated excitement, interest, and smiles from many, many modelers - usually accompanied by a “We are going to do something like that in OUR club!” There were even a few large scale “post-war Schneider racers” in the hypothetical category, inspired by our project.

Thanks to all for making this project - and the Nats display - so much fun. A tip of the hat to Terry Moore and Carl Kietzke for helping to transport the models to Caleeforneeh. Thanks to Stephen Tontoni and Mike Medrano for helping with the set-up logistical challenges, and also to Andrew Birkbeck during takedown. Thanks also to Terry and Jill Moore for



their acidic wit and humor throughout the surreal Anaheim Nats experience, which helped get me through the hard parts. We should deploy the Schweinhimmels and/or

future Seattle group builds next time there is a convenient west coast venue. (Note - someone else can organize that!)



A War in Miniature

by Don Conrard

With the September 21 opening of “A War in Miniature” exhibit at the Museum of Flight, Seattle could very well have the most comprehensive collection of World War II scale model aircraft on earth. Encompassed within the collection’s 426 models are nearly every combat aircraft flown during the war by the Allied and Axis powers. The eclectic fleet includes everything from the obscure Italian Breda Ba 88 Lince and the Russian Beriev Be-4 (KOR-2) to the more familiar P-38, Zero, Bf 109, and B-17 Flying Fortress.

All of the models are 1/72nd scale, making it easy to see the relative difference in size among the aircraft. About 70 percent were built from commercial injection-molded, resin, and vacuum-formed kits. The rest were scratch built from wood, brass, and styrene plastic because no commercial kits are available. Among scratch-built models are the Hawker Hart and Boeing Stearman N2S-2 Kaydet trainer, which earned the nickname “The Yellow Peril” because of frequent mishaps by inexperienced pilots.

The collection, located on the ground floor in the southwest corner of the Personal Courage wing, is beautifully displayed in well-lighted Plexiglas cases built by the museum staff. Axis aircraft are on the left, Allied on the right. Dividing the two sides is a touch-screen computer that allows visitors to view the history and specifications of every aircraft in the collection.

All of the models are the work of Dr. H. Logan Holtgrewe, assistant professor of urology at the Johns Hopkins University School of Medicine in Baltimore. Past president of the American Urological Association, the 77-year-old Dr. Holtgrewe is a noted surgeon and cancer researcher with numerous scientific articles to his credit. In addition to his professional accomplishments, Dr. Holtgrewe is a well-known railroad modeler, having appeared on the cover of *Model Railroader* magazine six times.

He turned to aircraft modeling after reading a story in *USA Today* noting that more than 1,200 World War II veterans are dying every day. “The greatest generation is now a vanishing generation,” says Holtgrewe. “Very soon, there will be no more people around who witnessed the war. My motive in building the collection was to give young people who weren’t alive then an opportunity to see the machines that had such a huge impact on the outcome of the war and the history of the world.”

Although too young to serve in the military during World War II, “like most young men I had a profound interest in the daily news from newspapers, radio and the weekly editions of *LIFE* magazine, all of which recounted events of the conflict, especially the air war,” says Holtgrewe. He joined the U.S. Navy after graduating from medical school and went on to serve as chief surgeon of the Sixth Fleet in the late 1950s.

What became the “War in Miniature” exhibit was launched in the early 1990s when Holtgrewe began collecting World War II aircraft kits while traveling to medical conferences around the world.

“Wherever I was, I would check out the local hobby shops for aircraft kits on my list,” says Holtgrewe. Actual construction of the models didn’t begin until 1999, shortly after Holtgrewe celebrated his 70th birthday. “Working evenings and weekends, it took me about seven years to complete the collection,” he says.

Although Holtgrewe built one model an average of every six days, he used no assembly line techniques. Some of the less complex models were completed in only two days. “I would build one model and then go on to the next,” he says. “I only sleep about four or five hours per night, which gives me a little more time for modeling than the average person.”

Indeed, according to his son: “My Dad would come home from work at night, eat dinner, then head down to the basement where he had set up a little shop and work on his models until about 3 a.m. He was usually up and off to work at his day job by 8 a.m. In all the years I’ve known him, I’ve never seen my dad sit and watch TV. He is always building something.”

If you think speed equals low quality, think again. Without exception, the models are



With a real Russian Yak-9U in the background, Dr. H. Logan Holtgrewe speaks during the Sept. 21 opening of an exhibit of World War II aircraft models he created.



Laurie Haag, left, COO of the Museum of Flight and Dr. H. Logan Holtgrewe cut a ceremonial ribbon to officially open the new exhibit.

and machines that fought in history's largest aerial conflict."

Officially, the collection is on long-term loan to the museum. All 426 models in the exhibit were shipped to the museum in foamed-lined boxes built by Holtgrewe. Nevertheless, several were damaged during their transcontinental trek, including the B-29, which lost both wings. Aircraft with tricycle landing gear were especially hard hit. All were expertly repaired by Alex "Sandy" Morton, a museum docent and model builder.

Although his World War II collection is finished, Holtgrewe isn't done modeling. Now he's building a collection of the 100 most significant aircraft from World War I. Because of their relative small size, this collection will be in the larger 1/48th scale.

With a collection of 426 World War II aircraft, a large collection of models on the mezzanine level, the NWSM display in the lobby plus many other aircraft models scattered around the facility, the Museum of Flight may now be as much model museum as aircraft museum.

meticulously crafted with great attention to detail and historical accuracy. Modeling's marathon man purchased more than 500 books on World War II aircraft during the project to ensure the markings, paint color and camouflage schemes of each model were correct.

All of the models in "A War in Miniature" are painted with acrylics, "because water-based paints are safer," says Holtgrewe, who claims the fumes from spraying enamel paint can cause kidney damage. He used both kit and after-market decals. When no commercial decals were available, he made his own using a computer and photo printer.

Holtgrewe did not include all the different models of many aircraft because they look so similar. "Sitting side-by-side, most people can't tell the difference between an Mk 1A and an Mk 1B Spitfire," he says. "But you can easily see the difference between a bubble-top and razorback Mustang or Thunderbolt, so both variants of those two aircraft are included in the collection." For the same reason, there also are two Fairy Swordfish, two Hawker Hurricanes, and several Bf 109s.

Looking for a place where his collection could be viewed by the greatest number of people, Holtgrewe contacted the Museum

of Flight, offering to fund an exhibit and provide an endowment for maintenance. The museum happily accepted. "The combination of this collection and our range of original aircraft offers museum visitors an experience demonstrating the swift evolution of aviation technology as well as the massive scope of aerial warfare that occurred between 1939 and 1945," said Laurie Haag, chief operating officer for the Museum of Flight. "It also will help future generations learn about the people



The Poor Modeler's Grand Tour or Hobby Shops Back East

by Jon Fincher

Recently, my wife Sabrina and I took a three week vacation back east to visit family in southern Illinois and eastern Tennessee. We decided to drive back to Illinois – the planned cost of gas, food, and hotel lodgings appeared a little less expensive than flying (actually, it was a bit more in practice), and had the added benefit of neither being invasively searched by a minimum wage government worker nor having to remove our shoes on command. We also got to see parts of the country we hadn't seen from eye level, make a few stops along the way, enjoy each other's company, and shop without as much worry about how we would get our new acquisitions home.

The Problem

When we packed, I decided to lighten our load a little and avoided bringing my modeling field kit. For those of you who haven't seen it, it's a Plano tackle box which I purchased at my local X-Mart for around \$25. Utilizing all that modern tackle box technology has to offer, I am able to put most of my modeling tools in this single convenient case. Plastic customizable compartmentalized boxes with locking tabs, which came with the box and can also be purchased separately as well, are used to store most of my hand tools; these fit into slots behind a large drawbridge-style locking door. A smaller separate drawbridge door in the front reveals smaller boxes which I use to hold pieces I've working on. The top opens on a shallow space I store less frequently used tools, and a deep well for bottles and other bulkier items. I've found that I can store 95% of the modeling tools (minus paints and brushes) I need to work on just about any model in this kit – it's what I bring to TNIs, some IPMS meetings, and all the shows I attend. And it's what I left behind for the sake of space.

The Solution

So, when we finally got to southern Illinois after a four day drive, I found I needed some modeling gear. A quick trip to the local dollar store, the local Dollar General, the local K-Mart, and about \$20 later, I had a small pencil box containing liquid and gel CA glue, four snap-off hobby knives, a set of foam covered sanding sticks, and a set of diamond files. Coupled with my pocket knives and a few more plastic storage boxes and bags for parts, and I was ready to start cutting plastic! The problem was, all my kits were sitting with my field box in my workshop some 2300 miles northwest of where I was. Thus begins the quest for hobby shops in the Midwest.

The Quest

I had scoped out IPMS chapters in Illinois and Tennessee before I left, hoping to ping the local clubs to find the local shops I could poke around in. Imagine my surprise to find the closest IPMS chapter to southern Illinois was in St. Louis, Missouri, some 90 miles away! The nearest Illinois based IPMS chapter was in the Chicago-land area. With no local clubs, there is almost no support for a model store there either, and with no plastic in the local X-Marts, the best I could do in southern Illinois was:

Hobby Lobby. A staple of most of the United States (stores are located in 34 states, excluding the West Coast, most of the Mid-Atlantic, and New England), this store is best compared to a merging of a sewing store, craft/hobby store, and a Pier One import. If you've ever been to a Michael's or JoAnn Fabric stores, you've got a good idea of what you'll find. Occupying a space the size of any K-Mart, the aisles contain a plethora of paint by numbers kits, yarn, imported occasional tables, doll house furniture, framing supplies, cheap art supplies, kiddie art kits, and some models. It was in the single aisle of plastic models, among the Revell car kits, Tamiya warplanes, and Minicraft airliners, I managed to find a 1/48th scale Trumpeter HH-65 Dolphin kit to work on while I was on vacation.

After a week in Illinois, we all packed into my mother-in-law's car for the seven hour drive to eastern Tennessee to visit my sister-in-law and her family. As before, I scoped out the local IPMS chapter, and was able to exchange some e-mail with Mike Driskill from IPMS Knoxville about local hobby shops. He pointed me to a Hobbytown on the west side of Knoxville, and a place called Magic and Fun World north of Knoxville. He also referred me a museum at the Sevierville airport sporting some P-47s, MiGs, and other items. Since I was staying in Morristown, which is an hour east of Knoxville, I didn't want to waste a day on a 150+ mile trip just to visit a Hobbytown.

So, when I got to my sister-in-law's place, I took an undocumented third option – doing my own hobby shop search. The local phone book turned up two hobby shops (that's right, only two). The aforementioned Hobbytown was one, and someplace called the Rod Shop in Newport (20 miles south of Morristown). A Google search turned up a few other places, and some phone calls to find out what they had narrowed the field significantly. With my mapping tools in one hand and the keys to my mothers-in-law's car in the other, I plotted a circular route that took me to my destinations and back home again. First stop on the list was:

Great Smokies Hobby Shop. Located in Sevierville, a commercial little Tennessee town on the way into Pigeon Forge (famous for Dolly Parton and Dollywood) and Gatlinburg (famous for being more cheesy than Leavenworth), this was what I had been looking for – a real model shop, something that reminded me of Skyway Model and Galaxy Hobby. The shop, located in a small strip mall, was itself small – imagine a model shop in half the space of a 7-11, and you've got the idea of small. Despite its size, it packed a good deal of plastic into it – lots of good Revell and AMT car kits, a good but small selection of planes and ships, a host of magazines and books, and good selection of resin figures from Verlinden and Jaguar. After a brief search and some conversation, I

managed to locate an AMT Chaparral and a 1/6th scale resin figure of Dana Sculley from the *X-Files*. Sabrina even found something there to trip her trigger, the Polar Lights Dr. Jekyll/Mr. Hyde kit. If you find yourself in the Smokie Mountains near Sevierville, Pigeon Forge, Gatlinburg, or even as far away as Knoxville or Asheville, NC, pay this shop a visit. The selection is light, but it's real, and the guy behind the counter knows his stuff, which is much more than you'll get from the folks working at Hobby Lobby.

We continued on from there to a local restaurant for lunch, then further along a two lane state highway to Newport, TN. A slow drive through the scenic and historic downtown, and we were on another two-lane state highway heading north, out of town but on our way to:

The Rod Shop. This small two-building shop in rural Tennessee is a father/son operation on their own land, with automobile audio customizing gear in the front, and a great shop filled with collectibles in the back. Rodney Buckner has filled his Antiques and Memorabilia shop with toys, cap guns and holsters, action figures, lunch boxes, movie posters, records, books, and everything in between that any kid growing up in the 50's through the 80's would have had access to, with a heavy emphasis on old TV westerns. I saw items from "The Lone Ranger", "Have Gun Will Travel", "Gunsmoke", "Rawhide", up through "The 'A' Team" and "The Dukes of Hazzard" – you get the picture. Some models were interspersed in the collectables, but the nostalgia was the treat in this part of the shop. Upstairs, however, Rodney's son Charles had collectables of his own, including a few hundred kits from his old NASCAR shop. Heavy on the Revell/Monogram NASCAR kits, he sported a few rare kits (an original issue AMT Dale Earnhardt NASCAR was listed at \$115, and an old Kyle Petty modified was \$75) and a few unusual kits (some original ERTL Star Wars kits) and a few Revell cars as well. I made off with the MPC Indy Pace Car trio set, some pics of a Plymouth Satellite under restoration, and

about an hour of memories, good conversation, and friendly folks.

Alas, three weeks wound to a close too quickly. The week before Labor Day, we packed our car with our luggage and new possessions and headed back for Seattle. As on our trip to Illinois, we passed through St. Louis, Missouri on the way out – however, since this time we were passing through early in the trip rather than late, a stop at a model store was possible. Again, relying on my own research proved to be most beneficial – my search showed half a dozen "hobby" shops in St. Louis, and more in-depth research showed one that was worth a stop:

CRM Hobbies. Oh. My. God. After the veritable drought of model shops so far on my trip, this fantastic place in the Southtown district of St. Louis was like entering the Promised Land. Imagine, if you will, a shop that combines the quality and quantity of plastic of the best Seattle shops (Skyway Model, Galaxy Hobby, and American Eagles comes to my mind). Add to that the reference library selection of the oldest and most prolific members of IPMS. Sprinkle in aftermarket resin, photo-etch, and decals to taste. Just for kicks, stir in a couple hundred metal and resin figures – not just Jaguar and Verlinden, but garage kits, Michael Roberts, and Alpha kits as well. Add paints, tools, and sheet and rod styrene, then stuff it all into a shop slightly bigger than a double 7-11. When done, throw in the expertise and enthusiasm of Bob, Emil, and Gordon there as well. Now, you've got the idea of what awaits you here.

Floor to ceiling along the walls, and throughout the densely packed store, the "normal" selection of kits is peppered with oddball items (Fujimi car kits with anime characters, old dragsters, Heller insects, and old dinosaur kits are just a few things I remember). Every aisle brings something new to see – I didn't spend nearly enough time or money there. In fact, I don't think I could – there was so much to see, even with the unopened boxes in the aisles. I

managed to walk out with a Michael Roberts figure I've wanted for some time, some flyers from the local IPMS chapters upcoming contest, and a plan to return ASAP. If you find yourself in St. Louis and don't go to this shop, don't cry to me – this is quite simply the best model shop outside of the Puget Sound I've ever seen.

After 5000 miles of driving and three weeks of separation from my normal life, I'd like to pass on some brief observations:

1. We're spoiled. When it comes to model shops, there are three fantastic ones within a 30 minute drive of my house (the aforementioned Skyway Model, Galaxy Hobby, and American Eagles in Seattle), and a host of other shops I can visit that carry models and supplies as well. In southern Illinois and eastern Tennessee, the stores and selections are much more limited – modelers there rely on chain hobby or retail stores, or the Internet, to feed their styrene addiction.
2. Modelers are the same no matter where you go. Talking with the owners of Great Smokies Hobby Shop and CRM Hobbies, I got the same feeling I got from talking with local shop owners and unknown vendors at IPMS shows. These guys know the hobby, feel the hobby, and are the hobby. I was happy to visit and support these shops, and urge you to do the same, both locally and when you travel.
3. When travelling, pack your field kit – the kit I hastily assembled was just barely enough to allow me to work on plastic. It wasn't enough to do anything more meaningful than cut and clean up parts.

Contact Info:

Great Smokies Hobby Shop
1436 Winfield Dunn Parkway
Pioneer Center, Suite 3
Sevierville, TN 37876
(865) 453-0093

Continued on page 16

Who's Sitting Next to You on That Flight?

by Stephen Tontoni

The plane was getting pretty full for my flight back to Seattle from Anaheim after the IPMS Nationals were finished. An older couple took the two seats next to mine and I noticed a slight accent of the husband. I asked if he was Swiss, and he said, no; he's originally from Germany. He and I talked most of the three hour flight to Seattle.

His name is Helmut and he and his wife Hanna Laura were travelling to Seattle from which they would take their cruise to Alaska. When Helmut asked me what I was doing in SoCal, I told him about the modeling convention, building scale models, etc. As our conversation wound along, we seemed to have a number of interesting intersections.

First, he mentioned that he was a retired (71 years old) tool and dye maker, a trade he'd been engaged in for over 40 years. We talked about how computers are very central to the process now, and he pointed out that nothing would replace hand-made dyes. Knowing of some of our kits we see now that are produced with a CAD/CAM process, it made me think of that quote "everyone makes mistakes, but to really screw things up, it takes a computer".

I later showed Helmut the book that I had purchased at the convention and had pulled out for the flight, the Mushroom Models Publications MiG-1/MiG-3 book. He was very interested in the development of the aircraft and pored over the ortho drawings in it. Then he mentioned his father, who was a chief designer for Messerschmitt during the war. My eyes may have bugged out of my head a bit as he told me his story. Helmut's parents were both involved with sailplane clubs in Germany in the 1930s. That's how they met. His dad worked first for Junkers, then moved on to Messerschmitt as an engineer, thus avoiding being drafted through-

out the war. Helmut was born in 1936, and he vividly remembers the bombing of Berlin. At some point (this was unclear) his father worked with Werner Von Braun.

After the war, they were on the Russian side and the Soviets made his father work for them. One day, his father simply disappeared. Helmut and his mother stayed where they were, looking for him, and he finally turned up two years later – on the American side! They were able to rejoin him on the American side some time later.

The family moved to Canada after Helmut's father's business partner absconded with all the company's money. Even though he was a master engineer and aircraft designer, he first worked in Canada as a railroad porter. His break was with a fledgling helicopter outfit that hired him as an engineer, until the company went bust.

Helmut worked for years in various outfits doing tool and dyes, but he pointed out that he did a lot of the Mattel Hotwheels!

I told Helmut about the Me 262 project in Everett, and suggested that he take a tour of it if he had the time. It turns out that he knows a lot about the Me 262 construction. He said that they used a lot of different materials on that, even using some plastic gearing. I hadn't ever heard of that before.

We had a wonderful conversation, and I'm now wishing I had asked for his e-mail address. I didn't even ask his last name!

This Hobby is Too Expensive...I Can't Afford That Kit!

by Scott Kruize

The title thought was while I was at Skyway Model Shop, contemplating a stack of Eduard Antonov An-2 utility planes, priced at \$11.99. The following

thought was: Holy Toledo: how could I regress more than 40 years with a single phrase?

My whine about not having enough money for model kits—then or now—needs to be taken with a grain of salt. Maybe a boulder of salt. I've never been poor. My childhood was spent in the comfort—even luxury—of the upper middle-class, and I never wanted for anything as my father went off to work at Don Burr's architectural office, and later to Boeing. But before age 16, when I started earning my own money, first with a paper route, then as a Safeway box boy, I had only a modest allowance. Plastic model airplane kits were pricey—and had to compete with my lust for Ghirardelli Flicks, Milkshake candy bars, Turkish Taffy, and Pez!

Candy always competed with my hobbies for my modest means. Previous eras saw the money consumed on dinosaurs, army men, squirt guns, rubber bands for an arsenal of homemade rubber band guns, roll caps, and finally the ultimate (before I discovered plastic modeling), Superman D.C. National comics!

Flash was my favorite, closely followed by the Justice League of America as a group, but I admired other individual members, such as Batman and Aquaman. My next-door neighbor, Robert, was a Green Lantern fan. And both of us liked Superman, as adult and as a boy...and all of these had their own monthly issues. Robert and I shared our purchases with each other, but there was no way that even pooling our resources could get us every single issue of the comics that we wanted. No parental support there: Father's always been too down-to-earth to even glance at them, and Mother hated superhero magazines, referring to them through clenched teeth as "funny books", as in "Quit wasting your time on those funny books and go out and play!" Bob's parents must have had a similar attitude...so that's the sense in which we were "deprived".

Plastic modeling slightly mollified my parents. They thought the craft was a more worthwhile activity, but that's not to say my allowance was increased to better finance it. My memory is: when I started to shop for kits on my own, my weekly allowance was fifty cents, with a nickel going to the collection on Sunday. That didn't leave much; even if I curtailed all other purchases, I could buy, at most, only a half an Aurora kit per week.

Hence my near-euphoria when the Airfix/72 series first appeared at Thunderbird drug store. Sure: the notion took root that, technically, one should build all models to the same scale, but besides 1/72nd scale being so convenient, readily available, and extensive, it was also cheap!

WWII single-engine fighters, my primary interest, were only 39¢ apiece in the Airfix line. I'm not depending here solely on my aging Baby Boomer gray cells. I still have in my possession, at this very moment, the September 1966 issue of 'Model Airplane Sale' from America's Hobby Center, Inc., of New York City. If you're extremely nice to me, come to my house bearing gifts, and promise to wear white gloves and not drool, I would let you see it. There on page 56 is the Airfix line: the Stuka, Mustang, Zero, and Me-109 are only 39¢. In other words, within one week's allowance. Others required more Financial Planning: the Spitfire, Focke-Wulf 190, Swordfish, P-

38, and Me-110 were 49¢, and the Wellington, which I must've really wanted to have saved up so long, was 98¢.

Monogram, on the following page, had only one similarly scaled and priced fighter: the P-40 Warhawk in the '49-er's' series. Revell's collection, on page 60, was even more extensive than Airfix's, and encompassed types never seen anywhere else, such as the Hawker Tempest V, Kawasaki Hein, and Nakajima Hayate and Hayabusa. But all of these were 50¢.

So the arrival one day of a new series of models at Thunderbird was great. Hawk came out with four potential additions to my collection, illustrated here. They were fine, desirable fighter planes, had good artwork on the cover, and most of all, were also at that magically-low price point of 39¢. I examined the first box that came to hand, and read that it was of:

One of the best known aircraft of World War II. Flown in many theaters of operation, the fighter became a legend in its own time and holds a slot in history's 'most famous' list of military aircraft. The kit is complete with decals to correctly finish this fine model. Molded in the well known scale of 1/72, this kit will be a proud addition to your collection of historical models. Special bonus features:

- Picture box—can be framed
- Collector's 1/72 scale
- Colorful decals

I picked up the second box and laughed. The description of the aircraft's history and kits features were just same; the boxes were different only in the illustrations on the top and two ends. A clever way to save writers' salaries and printing costs. Even more clever, although I didn't appreciate it at the time: the box top lists the instructions as being in English, German, French, and Spanish, so it could be sold literally all over the world without incurring any additional printing or stocking costs.

Of course, like other relics from our dearly remembered past, no collector nowadays would give them more than a passing nostalgic glance. Certainly no one would expect to build them with any hope of approaching the scale fidelity we now take for granted. Much of the reason for the economy of the Hawk kits was low parts count: there were no separate landing gear moldings at all, nor anything to fill the hole under the plastic canopy. The Spitfire and Zero are only eight parts each; the other two, just nine. And the 'colorful decals' referred to were only a few national insignia, augmented in the case of the Spitfire with a pair of fin flashes, and on the Zero, a stylized tail number. That's all.

Still, parts fit was acceptable, and even now, I would describe the detail engraving as good. The overall effect was reasonably scale-like, and for a brief time these kits extended my purchasing power as I added to my collection. I remember them with only good feelings.

So I was instantly transported back to the Thunderbird drugstore one day not long ago, at a Seattle IPMS meeting. Another member brought a couple of these old Hawk kits to donate to the raffle. No one else wanted them, so I worked a special deal with our raffle donations maestro. Now, with the help of eBay, I have the complete series of four airplanes as you see them here...pretty impressive, huh?



continued on page 16

Experience "Model Madness" at the **2008 NorthWest Scale Modelers Show**



February 16-17, 2008 ■ 10 a.m. - 4:30 p.m.
The Museum of Flight

➔ **MODEL DISPLAY:** See hundreds of detailed scale model aircraft, cars, tanks, trucks, spacecraft and more at the largest model show in the Pacific Northwest.

➔ **MODEL MADNESS:** A twin-boom P-38 Lightning as two sharks and a Chevy Camaro as a submarine are just two of the whimsical creations featured in a special exhibit highlighting the imaginations of Northwest modelers.

➔ **"MAKE AND TAKE":** Children age 6 and up are invited to learn the art of modeling during free "Make & Take" model building workshops on Saturday and Sunday sponsored by Galaxy Hobby and the Skyway Model Shop. Experts from the NorthWest Scale Modelers Club will be on hand to help children build a scale aircraft model to take home. Workshops are first-come, first-serve. Each child should have an adult helper.

➔ **THEATER PRESENTATION:** Renowned aviation historian, author and airplane restorer, Jim Goodall, will talk about the "Blackbird" family of airplanes from their secret origin with the CIA to their retirement. He will also give an update on the restoration of the Museum's DeHavilland Comet 4C jet airliner, of which he is Project Manager. The presentation will be supported with many photos from Goodall's personal collection.

GALAXY HOBBY
We Take Your Fun Seriously!

Skyway Model Shop

12635 Renton Ave S Seattle WA 98178 (206) 772-1213

For information about the show and Northwest Scale Modelers visit
<http://groups.yahoo.com/groups/northwestscalemodelers>

Questions? Contact Tim Nelson (timndebn@comcast.net)
or Stephen Tontoni (tontoni@comcast.net)

The Museum of Flight

Exit 158 off I-5 • Free parking

9404 East Marginal Way, Seattle, Wash. • (206) 764-5720

Open daily 10 a.m. - 5 p.m. • www.museumofflight.org



THE
MUSEUM
OF *Flight*

2008 NorthWest Scale Modelers Show

by Tim Nelson

The faint drumbeat of "Bring All Your Models!" can now be heard. Make your plans to do just that at the Museum of Flight on February 16-17, 2008.

This year's flyer, created by Don Conrard, is shown. In addition to the usual and spectacular display of models, there are three (3) big things to note for 2008:

1. Mike Shaw, the new owner of Galaxy Hobby, is eager to continue the great Galaxy Make 'n' Take tradition established by Bob Jacobson in recent years. That will occur on Saturday, February 16.

2. Emil Minerich, owner of the "Cheers Bar" of our modeling community, Skyway Model Shop, will be sponsoring a new Make 'n' Take event on Sunday, February 17. We now have these extremely popular events on both days of the show.

3. Jim Goodall of the Museum of Flight Restoration Center, and aviation/naval author, will be discussing MoF restoration projects and the history of Lockheed's "Blackbird" jets in the Allen Theater on Saturday, February 16.

4. The model display will again be mostly "by modeler", but with a central island of tables devoted to "Model Madness", i.e., off-the-wall modeling projects such as (and especially) Modelfying, the December Spitfire project, Jasta Schweinhimmel, '49 Schneider, etc. Plan to show off your Antonov An-2 projects for the 2008 Spring Show.

OK, that was four (4) big things. Let's see if we can top last year's model turnout of over 2000 models. It goes without saying, although it will be repeatedly said, that you are to bring all your models.

As always, if you have questions about this great event, don't hesitate to ask.

Airline Memorabilia Takes Wing

by Don Conrard

Remember the days when airlines served multi-course meals on china plates while flight attendants handed out free packs of playing cards, plastic pilot wings, key rings, and other trinkets featuring the carrier's logo?

Modelers and airline fans can relive those glorious days during the 17th annual Seattle Airline Collectibles Show. Slated for 9 a.m. to 3 p.m. Saturday, October 13, at the Museum of Flight, the show provides an opportunity to admire vintage advertisements, flight schedules, aircraft models, pins, buttons, posters, postcards and more from airlines around the world. Collectors can walk down Memory Lane as they stock up on memorabilia from carriers like Pan Am, Eastern and TWA that have gone out of business. Modelers researching their next project will find hundreds of books and photos on civilian and military aircraft.

This year's show will feature a special guest appearance by noted aviation author Robert J. Serling, who will be on hand to sign autographs and answer questions about his forthcoming history of Alaska Airlines.

More than 500 collectors from 22 states and five foreign countries are expected to attend this year's show. Among the many door prizes is a pair of unrestricted tickets on Alaska Airlines valued at more than \$1,700. The tickets are good for travel anywhere on the Alaska Airlines route system.

Admission to the collectables show is \$5 for adults, \$3 for children ages 6 to 15. Admission to the show does not include access to the Museum of Flight at large. However, show attendees who wish to tour the museum will receive \$2 off the regular price of \$14.

For more information, check out www.seattleairlineshow.com.

More Upcoming Model Shows and Events

Friday and Saturday, October 12-13
Sci-Fan: The Northwest's Premier Science Fiction Fantasy Modeling Event.
 Galaxy Hobby, 196th & Highway 99, Lynnwood, WA. Phone: 425-670-0454. E-mail: info@galaxyhobby.com Web site: <http://www.galaxyhobby.com/scifan.htm>

Schedule: Friday, 12 noon - 7 PM Contest Entry & Display. Saturday, 10 AM - 12 noon, Contest Entry & Display; 1:30 - 2:30 PM, Closed For Judging; 4 PM, Awards and Door Prizes.

Categories:
 Movie/T.V. Spacecraft
 Real Spacecraft
 Other Spacecraft
 Ground Vehicles
 Other Sci-Fi
 Display Only (Free Entry)
 Diorama
 1:1 Scale
 Movie/T.V. Robot
 Japan Anime Robot
 Other Robot
 Japan Anime Figure
 Human Figure
 Animal/Monster Figure
 Movie/T.V. Figure

Entry Fee: \$5 for up to five models; \$1 for each additional model.

Coming Up at the Museum of Flight:

368th Fighter Group Pilots Panel Discussion
 Saturday, November 3, 2pm

American Fighter Aces Association Panel
 Saturday, November 10, 2pm

Veterans' Day Programs
 Sunday, November 11, 2pm

The B-47: A Revolution in Aviation
 Saturday, December 8, 2pm

Hobby Shops Back East*from page 11***The Rod Shop, Antiques and Memorabilia**

Rodney and Charles Buckner, Owners
 776 Highway 321
 Newport, TN 37821
 (423) 623-2723
 (423) 623-0789 (eve)

CRMHobbies

5101 Eichelberger Street
 St. Louis, MO 63109
 (314) 832-4840
<http://crmhobbies.com/>

Mike Driskill, IPMS Knoxville
kyofu@aol.com

This Hobby Is Too Expensive*from page 13*

To return to my remark at the beginning of this essay: that a kit could be too expensive, and I'd have to pass it by...it's because of my recent experience of being 'poor' again. We all know perfectly well that nearly all Americans spend pretty much every last dime of their income on whatever they please, exactly as I have since I got back into plastic modeling a few years ago. That has a lot to do with why my count for the Jim Schubert NorthWest Scale Modelers and Seattle IPMS Kit Stash Survey was over 380! Then, just recently, I lost my fairly-well-paying I.T. job, ran out of unemployment benefits, and had to fall back on my old college standby: work at the bicycle shop. In 'austerity mode', I've been spending my reduced income on the mortgage, electricity, and groceries: no frivolities like plastic model airplane kits!

I have to laugh at myself, because I'm not actually poor, and the situation is strictly temporary. Nor can I plausibly say, even to myself, that I **need** the Antonov. I only want it because our two local clubs are resurrecting an activity they last run

before I joined a few years ago. It's called 'Model-fy', and the idea is that everybody buys the same kit, and makes from it anything **except** what it's supposed to be!

I'm getting the kit anyway, without cutting into the temporarily-slender household budget. Terry Moore, the Seattle IPMS 'Prez-for-Life', and Tim Nelson, our spaceship-building 'Rocket Man', provided the high finance. They let on they were paying fairly for some scrap sheet styrene I brought to the meetings to facilitate Model-fy creativity, but I know it's really because they couldn't bear not to have me able to play along. Thank you, guys. But this has been an interesting philosophical experiment: briefly reverting back forty years, to recapture the thoughts and feelings of a time when, with no real bills to pay, or responsibilities to carry, I still couldn't afford to buy all I wanted...

Then—as now—ways and means can always be found to have the things we really want, so we might follow Al's exhortation:

Build what you want, the way you want to, and above all, have fun!

Meeting Reminder

October 13

10 AM - 1 PM

North Bellevue Community/Senior Center
4063-148th Ave NE, Bellevue

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

