

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2008

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 we need is an hour or so of your time. I would like to see more of our membership work to make this a successful show.

Well, this has certainly been an exciting few weeks for the Moore family, for on Friday, March 21 at 9:54 am, Chevelle Marie Moore came into the world. She arrived a few weeks early and checked in at a grand total of 8 lbs 2 oz. She was 20" long at birth. She did need a bit of an extended stay due to some breathing issues that often occur to preemies but was able to go home the following Monday. To put it mildly, gramma and

grampa are "over the moon". I was able to have a talk with her about evil Messerschmitts and what a great plane the

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested 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 2008 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 12
May 10

April 19 (Spring Show at Renton)
June 14

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			

2008 IPMS Seattle Spring Show at a Glance

Saturday, April 19

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.

Additional parking will be available at a location close to the site. Directions can be found at <http://www.ipms-seattle.org/Springshow/addedparking.pdf>

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>

Despite it now being 2008, this is the correct address!

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.

2008 Scheduled Vendors

Skyway Model Shop - Models &
 Aftermarket sets (Five Tables)
 Just Plane Hobbies - Models &
 Aftermarket (Five Tables)
 Masterpiece Models (Four tables)
 ModelCraft (Three Tables)
 John & Bob (Six Tables)
 American Eagles (Three Tables)
 Eagle Editions (Two Tables)
 Garland Angleton (Two Tables)
 Everett Quam (Two tables)
 Mike Lane (Two Tables)
 Steven Preston (Two Tables)
 Steve Cozad (One Table)
 DrawDecal (One Table)
 Andrew Birkbeck (One Table)
 Rick Drury (One Table)
 Rob Otero (One Table)
 Jack Mitchell (One Table)
 Terry Davis (One Table)
 Martin Albion (One Table)

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.

Ticket Prices:

1 ticket: \$1

6 tickets: \$5

15 tickets: \$10

2008 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. Prefinished (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; scratchbuilds, 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; scratchbuilds, & 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 (5 or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosaurs
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)
- 806. Mentored (Built by one adult and one Junior)

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.

Special Awards

These are Special Awards sponsored by an individual or company. Some, like "Best Finish" are presented by IPMS-Seattle.

Best Finish /Ted Holowchuk Award,
sponsored by IPMS Seattle

Best British Subject, sponsored by Robert Allen, Andrew Birkbeck, & M. 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
Stephen Tontoni & Will Perry

Best Pacific Theater, sponsored by Tracy
White

Best Fire Fighting Aircraft, sponsored by
Dan Farnham Scale Firebombers

Best What-if?, sponsored by Jon Carr
Farely

Best French Subject, sponsored by IPMS
Yakima

Best German Subject, sponsored by Mike
Medrano, Mike Millette, & Djordje Nikolic

Best Italian Subject, sponsored by Charlie
Sorensen

Best Fire/Life Safety Vehicle, Land or Sea
Based, sponsored by Seaside Fire Service

Best 1/32nd Scale Aircraft, sponsored by
Shawn McEvoy

Best Best Street Rod/Custom, sponsored
by IPMS/PSAMA

Modelfy!, sponsored by Terry Moore

Double Take Award, sponsored by Eric
Christianson

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!

Spring Show Hotel

Again this year, we have made arrangements with the Quality Inn (previously the Silver Cloud Hotel), right across the street from the Renton Community Center for a special IPMS-Seattle rate for those who need accommodations for the show.

The show rate is \$79 for a King or a Double Queen room. Normally \$99.

(Be sure to mention IPMS-Seattle when you make your reservations to obtain the special show rate.)

Reservations: 1-877-424-6423

Local Phone Number: 425-226-7600

The Quality Inn Renton web address is;

<http://www.choicehotels.com/ires/en-US/html/HotelInfo?hotel=WA191>

Vive la France! (And All Those Other 'Furrin' Places)

by Scott Kruize

Two blows to my provincialism hit me on a single evening. At the time, I was young and innocent, an impressionable sixteen: no wonder I've never recovered.

One 'blow' was a movie. Midway through my high school freshman year, my English teacher, Myrna Goldstein, and the drama teacher, Susan Hornstein, conspired to broaden our cultural horizons. They took us into downtown Seattle to an art- and foreign-film house; The Egyptian, I think. Such houses are common enough now, but at the time this was probably the only one in the Seattle metropolitan area. I suppose the other kids were like me, used to Hollywood classics, Disney films, and Westerns such as *The Alamo* and *The Magnificent Seven*. (At the time, I didn't know that the latter was a remake/tribute to *The Seven Samurai*...) Anyway, we went to see Ingmar Bergman's *The Seventh Seal*. It was quite unlike any movie I'd seen, particularly unlike 'knights in shining armor' type, where everyone was perfectly coifed and made up, dressed in Technicolor, armor and weaponry glittering like jewels. *The Seventh Seal* showed a Dark Ages truly dark: gritty black-and-white with nobles and peasants alike ragged, unshaven, and worn, none of them totally good or bad, but just shades of gray between. And while I'd seen fantastic elements where they were expected, in science fiction and monster movies, here was a drama where Death was an actual character, appearing to the weary Crusader and agreeing to let him live just a little longer, if only he'd play chess...

The movie taught what I think my teachers intended: that exposure to different cultures gives you new points of view. When I eventually got away from home to attend the University of Washington, I slipped easily into what became one of my

greatest pleasures: regular attendance at the Guild 45th and Neptune theaters, which showed films from all over.

But back to that evening: our car pool got there a bit early, and we were given about 45 minutes to get snacks, and otherwise peruse the area near the theater. There, on the second floor of a building near the Monorail's stop downtown, I found a small hobby shop. Snacks could wait; this needed to be investigated!

Up until then, the kits I'd bought from Thunderbird drugstore were American: Aurora, Comet, Hawk, Revell, and Monogram. (The Airfix line eventually appeared there, too, but that didn't seem any more foreign to me than the Hollywood-type movies filmed in Great Britain, such as *Treasure Island*...it's all in English, right? —That's not foreign!) Now this exotic downtown establishment was displaying makes of kits I'd never heard of. I was drawn immediately to a box from faraway France. The make was Heller; the plane, a Dewoitine 520.



I knew of the plane from the Kent Library's copy of Volume 1 of *Warplanes of the Second World War*, by William Green. This had all the French fighters, most of which I had never heard of, and none represented by the kit lines I knew. I had enough money, over and above my ticket price, to buy the kit.



I eagerly opened it up and started in, the night after the film trip, but—strange to relate—never finished it. The kit wasn't beyond my abilities, exactly, being roughly comparable to other fighter planes in the Airfix/72 series, and some from the other lines. But the color scheme seriously showed up my weakness. I wasn't very good with a paintbrush—not that I'm much better now, I knew nothing whatever of masking techniques, and of course I'd

never heard the term "airbrush". I believe I got part way through the upper camouflage scheme, then disenchantment set in. I was obviously never going to approach the coolness of the box art, or even approximate the diagrammed layout. The partially finished model was set aside in favor of simpler projects, and its ultimate fate

is a mystery.

Still: a Swedish film and a French kit, all in the same evening. The old patterns were broken. While going through boxes to answer the Jim Schubert Unbuilt Kit Stash Survey, I realized how low now is the portion of American-made kits I'm holding. The majority are from Japan and Korea,



Taiwan and China, Poland and Czechoslovakia, Germany, Italy, and France. Come to think of it, I've seen films from all those places, too.

My painting ineptness didn't lower my opinion of that Heller kit, and I feel bad I didn't finish it. But a build this last year may partly make up for it.

Regular readers know that, since my emergence from the Dark Ages (not the ones where battle-fatigued knights trudged back from the Crusades, but the ones where plastic modeling was forsaken), I've concentrated on 1/48th scale. But there have been exceptions, to accommodate the group builds of our local clubs. The NorthWest Scale Modelers and the Seattle Chapter of the IPMS always have interesting ideas and projects going on.

Anyway, the group project this last year was to put Spitfires out at our December IPMS meeting, otherwise known as the Holiday SugarFest. The only requirement was that the model be in 1/72nd scale. Outside of that, there were no restrictions: any of the Spitfire variants, color schemes, or national liveries were welcome, any make of kit, in any kind of presentation. One member who likes vehicles modeled

his Spitfire in pieces, being trucked back to a repair depot. There were even fantasy Spits, such as Jon Fincher's civilian air racers, and my friend Ken Murphy's long-range 'Luft-46'-type Spitfire 'Zwillig', a Commonwealth answer to the P-82 Twin Mustang. Of course I had to participate in the build.

Tilting at the windmill of Spitfire fame and glory, to remind people that there was a second British fighter, I planned a proselytizing two-plane display, "Defenders of the Realm". Digging through various odds and ends of kits, I found a Hurricane and Spitfire, both old Hellers. For their vintage, they were quite fine and elegant, with reasonably good parts fit, scale fidelity, and quality of detail. I enjoyed both builds, remembering the Dewoitine 520, and believe the color schemes

came out OK this time, if not quite as exciting as that old box art!

In fact, I did build a D.520, although not from a French kit, but from an LTD (Czech Republic) one. Part of the "Axis Allies" group Ken Murphy and I did a few years back, it represents the least enthusiastic such ally: Vichy France. I intend to do another in regular French livery, and yes, I know there's a better kit...Tamiya's, which I have.

The point is, between the Swedish film and the French kit, my horizons did expand that evening. I learned that foreigners can make great movies and model kits. Now I have Swedish aircraft kits scheduled for building, and a French film is among my all time favorites: *The Tall Blond Man with One Black Shoe*.

In the current political climate, some might surmise this all makes me a Gallophiliac wine-sipping quiche-eating hedonistic touchy-feely anti-war comm-symp tree-hugging secular humanist pinko GreenPeace-nik heathen anarchist New Deal-loving **Liberal**. To those people, I want to say:

Construisez que vous voulez, la façon que vous voulez, et, s'amusez par-dessus tout!



Big Bear Hobbies : My Favorite Stop in the Mid-West

by Eric Christianson

As some of you might know, I have a long-running programming contract with a small company just north of Milwaukee, Wisconsin. Several years ago I was there for about six weeks straight, so I shipped out a box of modeling supplies and started to hunt up a good local hobby shop to help me through the tough Wisconsin winter.

Fully expecting the standard Hobby Lobby/HobbyTown fare, I stumbled across a listing in the local phone book for a little place called Big Bear Hobbies, just off I-43. Once I walked into the store for the first time, I knew I had found my place.

I try to make it to Big Bear every trip out, and when I do I always walk out with something. There's a security guy at the airport that strikes up a modeling conversation with me every time I come through, and we pour over my latest purchases tucked safely in my carry-on baggage.

Big Bear has that authentic hobby shop look to it from the outside; slightly beat-up, an old door covered with stickers, heart-pumping and unmistakably military doo-dads in the front window, even a little bell that rings when you enter – you just know you're going to see cool things inside. And you aren't disappointed once you traverse the ubiquitous Wisconsin-weather double-doors.

Some may describe their first impression of Big Bear as sensory overload. Me, I get the same reaction I always get when I walk into a great new hobby shop – I have to find a bathroom – and fast!

It is hard to describe the inside of this store – please look at the pictures now... There are two floors of inventory; the top floor that you enter into from the street is filled with (mostly) new, shrink-



wrapped kits and supplies. This leaves the basement, with its now-familiar rickety stairway and pull-string lights, for vast collections of mostly 1/72nd scale used aircraft models.

What strikes me, however, is how organized everything is. The place is crowded with inventory, but clean and dust free. All the models, every single one of them, are clearly labeled with hand-written price tags. Most of the top selling kits are displayed flat against the walls, an appealing arrangement that whispers 'buy me'. The 'tank' wall is what got me re-acquainted with armor – there are about 100 armor kits on the wall, all with way-cool artwork on the front. On the opposite side of the store is an even larger wall of aircraft kits, arranged the same way. In between are walkways bordered by glass cases of some of the finest build-ups I've seen – all have been donated from customers and the local modeling clubs such as the Richard Bong Chapter of IPMS. Where there is not a case of models or model kits, there is a stand or case of books or magazines. And these aren't just your standard Osprey and Squadron books, but a huge assortment of one-of-a-kind and special order books that I rarely ever see first-hand.

Around the back is a dark stairwell that lights up with a flip of a switch to illuminate a little boys dream: hundreds, perhaps thousands of aircraft kits, all stacked neatly and labeled – with boxes of old Frog and Airfix bagged kits, and even a big box of (simply) bagged kits that have been separated from their boxes in some distant past.

This is where the collections are displayed for sale. On both sides of the long main room are floor-to-ceiling shelves of mostly 1/72nd aircraft kits. The room is divided by an equally long double set of tables topped with hundreds of hard-back military books and picture books. At the end of the room, just out of range of the first set of lights, is where the 1/32nd and larger kits are, along with SciFi, Airliners, etc., etc. etc. The only thing that eventually drives me back upstairs is the standard Wisconsin basement-t-t-t-t-temperature.

Coming back up the stairs and turning to the right I am drawn to another set of display cases with row upon row of exquisitely finished 1/48th aircraft behind glass, and another huge set of shelves stacked with models of every kind. Tucked

in amongst all of this is a TV, a desk, and (at least) one lap cat, who I later learned goes by the name of Ginger.

And the owner and his wife, Robert and Joyce opened up Big Bear Hobbies back in 1979. Robert is ex-Navy Reserve. When I asked him how Big Bear came to be, Robert explained that he was visiting the Squadron Shop in Chicago back in the late-seventies and he couldn't help but notice all the Wisconsin license plates in the parking lot. At the time, all Milwaukee had were RC, Wargaming, and Train shops. He had intended the store to be mostly a model museum (hence the prominent display cases of high-quality builds), but one thing led to another and Big Bear is the result.

The combination is hard to resist – beautiful models next to ready-to-take-home kits, an approach reminiscent of the IPMS Nationals vendor rooms. And Robert makes it easy to buy – Big Bear doesn't take Credit Cards (there is an ATM across the street). The money Robert saves in overhead he passes on to the customer with a discount at the register. This allows him to sell top of the line kits at the



roughly the same price I can find them on the Internet with shipping. Many times, for even less. I found such a great deal on a 1/32nd Tamiya Phantom and a 1/24th Airfix Bf 109E that it was worth fighting the big boxes all the way home to Seattle –

stopping only to let the Milwaukee airport security guy drool over my latest finds!

You can find Big Bear at:

Big Bear (Military) Hobbies
1727 W. Lincoln Ave.
Milwaukee, WI 53215
(414) 647-8391
Closed Sunday and Monday
Tues/Wed 12-5pm
Thurs/Fri 10-3, 5-8pm
Sat 10-4pm



Easy Aircraft Antennas

by Alex Tula

The thing about my P-40 build that I brought to last month's meeting that got the most comments was the method I used for the radio antennas. Since not everyone was at the meeting, since it spawned a lot of interest, and since I wanted to share what little wisdom I have on field of plastic modeling with any interested, I thought to memorialize this info in that stellar publication, the *IPMS Seattle Newsletter*. Aerials have been my nemesis for a goodly number of years. In fact, I had reached the point that I simply didn't put them on any more since no matter what method I tried (stretched sprue, fishing line, piano wire, etc.) they typically had a "mean time between failure" slightly shorter than the length of time it took me to move the finished product from the work bench to the display cabinet. Then I heard about an innovative product during one of my perusals of that oft intimidating website run by the Aussie guy.

The product in question is called "EZ Line" (see the pic). It has been primarily marketed to model railroaders who wanted to add telephone lines to their layouts. Now as a sometime/onetime/wannabee railroader, I can tell you that putting phone lines on the poles on your layout is a daunting task involving easily **hundreds** of feet of whatever material you choose to use, which almost inevitably sags or breaks in a way reminiscent of my aircraft experiences. EZ Line to the rescue. EZ line is a highly elastic material, it easily stretches at least 100% without breaking. It is available in two diameters: 0.003 inches and 0.006 inches. These translate in 1/48th scale to 0.144 in. (slightly over an eighth of an inch) and slightly over a quarter of an inch. Another factoid of interest is that the cross section is in fact **square**, not round, which you can really only see with your magnifier up on high beam. It is also available in four colors: charcoal, rust, green, and white. I can only attest to the charcoal.

After hearing about this product, I checked with several local railroad shops, but none seemed to carry it although several had heard of it. Internet to the rescue! I found it at two Internet railroad shops, but the one I ordered it from was Bobe's Hobby House in Pensacola, Florida (<http://www.bobeshobbyhouse.com/ezl.html>). Now this isn't one of those Internet places you point and click your way to an order page, so eventually you have to get on your vonage or cell phone (or even landline if you are truly still in the stone ages) and give them a call: (850) 433-2187. If you are fortunate as I was, you will end up talking to Bobe himself. Gad, now I have one more reason to visit Pensacola some day! After grilling me on my intended use, Bobe insisted I go with the 0.003 as it would be of more scale size for my intended use (I had originally planned on ordering the 0.006 as I have rather large fingers and am basically a modeling klutz). I got the distinct sense that Bobe had discovered this product in some other guise and was now feathering his IRA with all the profits off this newly designated "hobby" product. A 100-foot spool of this will set you back \$12.50 plus very modest postage. For me this is a lifetime supply unless my railroad empire dreams ever move off the drawing board (in which case I will need a boxcar full of the stuff).

Using it is pretty straight forward. Drill a small hole in, say, the vertical stabilizer of subject airframe. Insert EZ Line. Place a drop of superglue. Let dry or accelerate. Figure out how much you need to get to "point B", and cut the line about one third shorter than you need! Since it is **sooooo** stretchy, you will want to pull some tension in the line. I found it best to use my alligator clip thingy to hold the line taught, leaving a dangle length hanging out. Oh by the way, be sure to chock the wheels or your plane will start to mosey on down the taxiway. Now attach the dangly end to "Point B" with a drop of superglue. Once the glue dries, release the tension and SPROING! Taut line!

I had the antennas on two Warhawks get tangled on the way to the meeting, and two on the way back. All the antennas are still attached and arrow straight. Try that with stretched sprue! One less modeling problem for me. Hope some of you find this useful. One commenter suggested it might be good for rigging biplanes. Since any airplane with two wings is far beyond my modeling abilities, I can make no comment. But it works great on P-40s!



New Tidbits on the Me (Bf) 109

by Hal Marshman, Sr

If you pay attention to everything you see on the 'net, you can come up with things you never thought of before. Case in point is the Messerschmitt 109. You think you have all the references, and know pretty much what there is to know, and along comes something you'd never considered hither to fore. Well amigos, I never considered the DF loop. Yep, that innocent little round thing on the top of the fuselage. How have you been painting yours? I always made mine the same color as the fuselage paint around it. Not so mon amis. It seems that the loop was mounted on an oval shaped piece of bakelite. The kits usually provide that, but offer no coloring suggestions. Well, out of the factory, that base was cast in a darkish red brown bakelite. The loop itself was black. Factory installed, they were not over-painted. Now, what may have occurred during a field applied repaint, one can only guess, but squadron painters don't like to do extensive masking, so it's a good bet that the loop and base ended up the same color as their surroundings under those circumstances..

Now, we can beg the question, does this apply to all Luftwaffe aircraft equipped with a DF loop? Jury's still out on that one, although I've questioned a couple of the "109 experten", thus far with little results. I would suppose that this equipment, although made by different sub-contractors, would at least be manufactured to the same specs. That would give you just that little touch to make your model stand out a little in the crowd.

Anything else new? Well, new to me is this little factoid. We're almost all in on the fact that Fw 190s had little visible indicators that stuck up proud of the wing's surface, so that the pilot could visibly assure himself that the gear was down and locked, thereby preventing the embarrassment of a wheels-up landing, guaranteed to cost a

guy his weekend pass. Well, folks, the 109 had the same arrangement. Next time you do an Me, note the decal sheet. On the no step warning strip, you may note a little red circle, just outside the red line. This is not always there on later birds that featured a dotted line rather than the solid one found on the -E birds. In any event, that's the location of the indicator rod. As on the Fw, these were usually painted red/white/red, or even just white and red. Another little detail to perk up your model.

I'll never forget my first Hasegawa Me kit. I looked at the bottom 'tween the wings, and believe it or not, Hasegawa had screwed up, and mounted the drop tank slightly to the left of the center. Broke my butt relocating it back to where I thought it belonged. Well, the old guy was the one in error, Hasegawa had gotten it right. Yep, the real bird did indeed have the thing to the left of the center line. You no doubt know, if you've built any 109s, that it's a real chore aligning the gear legs at their proper angle. Hint time: wait until the gear legs have been mounted properly before you mount the tank, so that it doesn't throw your perspective off while you're trying to install the gear. From the front view, your eyes are drawn to the tank and its rack, and because they're off-center, they foul up a person's perspective as regards the gear legs. By the bye, on 190s, the DF loop is also mounted slightly to the left of center. At least in that case, the Etc Bomb/drop tank rack is mounted on the center line.

Finally, getting back to that visual gear indicator, you'll find that the Japanese Zero had the same arrangement, and I'm just finding out that so did the Spitfire, although the exact location is still a mystery to me. 71 years old, and still on the learning curve. Oh well, keeps the mind busy, thereby stalling off Alzheimer's, I hope!

Preznotes

from page 1

B-17 is. I'm not sure she's absorbed any of that yet, but we'll make it an ongoing discussion. Also, we haven't found a size zero baseball glove but the search continues. I'm sure you'll probably be seeing a few pictures at the meeting, just ask for gramma Jill and she'll whip out her cell phone with all the good ones. This grandparenting thing is "totally cool", by the way. The years ahead will be a real adventure...

For reasons as yet, totally unexplainable, I started a Hobbycraft Buchon a few weeks ago. I'd built two already some years ago, in Battle of Britain movie markings. This one, however, is a straight out of the box build that I'm doing in Spanish markings. As I've said before, the Me 109 family is not one of my favorite aircraft and yet here I am building one, in markings of a small air force, which I've never done before. I have no idea what possessed me. But there it is. I hope this isn't some sort of trend as I have enough B-17s, movie planes, captured planes, assorted sci-fi stuff, and figures in the garage o' kits to work on for eternity.

On Hyperscale a few weeks ago there was a series of threads regarding the fact that the Minicraft 1/72nd B-17 kits have an error that puts the cockpit section of the kit about nine scale inches out of position. The author of the threads even showed the steps to take to make the corrections. What would be your take on this? Do you make the effort to correct the problem or would you let it go? I mean, in the greater scheme of things it's only 9 scale inches. I'd never noticed it before and as some of you know, I have a decent working knowledge of the subject. I looked at my already built kits and those in the garage and I guess I'm just too old a duck to want to deal with making the change. Personally, I'm going to let it go.

That's it (for now). We'll see you at the meeting,

Grampa Terry

Hobbycraft 1/32nd Scale Hawker Sea Fury

by Gerry Nilles

The Sea Fury was the final, lightweight, variant that originated out of the Hawker family of World War Two heavy fighter-bombers. Starting with the Typhoon, and then progressing through the Tempest and culminating with the lighter, radial engine powered Furys, the Sea Fury can arguably said to be the ultimate piston engine fighter to come out of WWII, with the only possible exception being the Grumman F8F Bearcat.

Similar to the plight of the US Navy, the Royal Navy needed significantly more time for the Fleet Air Arm to transition to a combat jet fighter capable of aircraft carrier operations. Consequently, there was a very real need for an aircraft to bridge this development gap. As a result, the Hawker Fury series, which the RAF had already rejected in favor of land-based jets, became the Royal Navy's prime candidate. The Hawker navy variant, now appropriately called the Sea Fury, included both folding wings and arresting gear.

The Sea Fury, of course was successful in bridging the Royal Navy's technology gap in the transition years of the late 1940s and early 50s. Tested in combat during the Korean War the Sea Fury performed its task as a combined fighter-bomber with excellence. Used by a number of countries including Australia, Canada, the Netherlands, Pakistan, Iraq, and Cuba the Sea Fury continued to be operational into the 1960s.

No kit is without some deficiencies, and the Hobbycraft 1/32nd Sea Fury does indeed have some. However, it certainly does not deserve anywhere near the excessive criticism its detractors have piled on it. To begin with, this is an easy kit to build that is moderately priced by today's standards and definitely looks to be an enlargement of their previously released 1/48th Sea Fury. Accuracy wise both the profile and plan view look good, as do the



shape of the laminar flow wing cross sections when compared to the various drawings I used as references. Again, being a simple kit, detail is lacking in the cockpit, the landing gear assemblies and the landing gear bay. As for overall shape, the area just forward of the cockpit windscreen is a little slab-sided as it curves from the centerline down to the sides of the fuselage, and the oil cooler intake located on the port wing is a little too shallow. Finally, the panel lines are a little on the heavy side.

Okay, to start with, the first thing I did was to enhance the cockpit. I made a new instrument panel using as my pattern the illustration from page 25 of *Warbird Tech Vol. 37 Hawker Sea Fury*. Page 24 of the



same publication gave me all the rest of the cockpit detail I needed like the foot pedals

along with various other things such as the throttle quadrant and a few more obvious panels and boxes. However, be advised that cockpit of the Sea Fury is for the most part black in color and once you close up the fuselage halves you can't see very much of it. In fact, I ended up opening up the canopy so others could at least see my new instrument panel and even then, they are going to need a pocket flashlight.

The next area I did was to enhance the landing gear bay. The single piece bay that comes with the kit has two problems, in that it is a little shallow and has very little detail. Fortunately, with a little Evergreen styrene and a few references it can look quite decent. The biggest problem I had was grinding down the top of the gear bay in order to be able to deepen it. The top is over 1/16th of an inch thick and needs to be cut down to about 1/64th or less.

Moving on to the landing gear itself, I found that it is lacking a little in detail with the outer gear doors being much too thick and slightly incorrectly shaped. To fix this I again turned to the use of Evergreen styrene. Likewise, I modified the inner doors, including the addition of hydraulic retraction rods. The struts themselves need a few bits and pieces such as linkage

plates and hydraulic lines to make them look better. As for the oil-cooler intake, it also needs to be deeper with the lower lip cut back a bit.

To assemble the propeller, I constructed a simple jig. First I drew lines on a heavy piece of card with the proper angles for the propeller blades. I cut another piece of card to hold the blade at the right angle. Both of these pieces were then attached to a piece of styrofoam, taking care to line them up right. With a hole drilled in the center for the propeller shaft, I could then rotate the hub and get all the blades attached at the right angle. This simple jig made a challenging job much easier.

Finally, I changed the contour of the fuselage areas forward of the cockpit windscreen by simply building up these areas with some automotive body filler and then sanding them to a more rounded shape rather than flat. To lessen the heavy and deep panel lines I simply sprayed on a coat of heavy surface primer into them and then sanded off the excess. This technique is both an easy and quick way to fill such panel lines without totally illuminating them.

I used the kit markings and found that they all went on beautifully including the big black and white stripes. The only problem I had was that the black stripe showed through the roundels that went over them on the top of the wings. Fortunately, I had another set of roundels the same size that I could lay over and cover the black completely.

It is a moderately priced 1/32nd scale kit that is easy to build and with a little enhancement here and there can look quite decent. It has good quality markings that go on easy and are very workable. In short, with a bit of modeling ability, anyone can have a good looking 1/32nd Sea Fury straight out of the box.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his, Jacob's and Gerry's articles. - ED]



Box Tops, Dates, and Memories

by John DeRosia

Amazing how time flies when you do lots of gluing over the years. For some reason - I can still remember the very first - I mean very first model I ever built. It was a bird - small about 3 or so inches - but that was my first one ever. The second was a small model of a German Shepherd dog. The third was a pick-up truck model. Since then, the speed of light kicked in, warp drive was set in motion and the mega hundreds I've built since then are a blur in my mind.

Sorry Michael (Jackson) – your 'Neverland' is nothing compared to my basement and attic and other cubby holes in some parts of our home. Our home is filled with 'tons' of magic and surprises everywhere. I'll get back to that in a moment though.

After the first few young-age model projects, it dawned on me that models are always coming in really great boxes with fantastic artwork of the subject. Also – there are sometimes real pictures on the sides and of course photos of a completed model itself. The instructions had not only detailed assembly steps - but many times great side, top, or end views of the subjects. Then don't forget the different paint and decal schemes shown one could apply to the model. Being I had only one room to myself growing up - keeping the empty boxes was not a good option. Plus - if I was the only one in the world to keep this information - maybe someday I could save the planet by having the one old instruction sheet or box top that was needed to stop the bombs from annihilating our Earth. Rest assured - the CIA, FBI, Her Majesty's Secret Service, or Interpol to name a few have yet to call. At least my imagination was very active at that time.

What to do with all the empty model boxes? My feeble young adult brain came

up with the coolest thought ever. Why not cut the box up, definitely keep the top art - and some of the sides if they had the above mentioned items shown. Lastly - why not also keep the detailed instruction sheet. Back in those days - when for some reason everyone could still read - they actually labeled all the parts of the model. If I kept that valuable 'official' information and was asked 58 years later..."what is that part?"...I would have the authentic literature to point to. Our younger modeling friends of IPMS may have never seen instructions with words like I'm talking about. Anyway...say what? - you mean I may possibly not be the only human to have thought of keeping the box tops?....Rats!

Well - the mission was accomplished in going from an empty box several inches thick by mega inches wide and long to something down to a thickness of maybe 10 sheets of notebook paper. And so my habit was born. Here I am - let's say a few mature years later...and to this very date in time....it is against the law for me to throw out one empty model box without first at least cutting out the top art and keeping the instructions. The last few years I've even added one more pure thought to the law. I now write the date I actually completed the model either on top of the instruction sheet or on the back of the box top. Why? Ever try to remember when you built something that was more than six months ago, one year ago, two years ago? Good - you've been there...glad I'm not the only one.

Being young and having a few model projects behind me, I had at least a 'zillion' box tops, give or take three. Because I was the nerdy loner kid in school I didn't put up posters of beach babes on my walls. I decided to play it safe. Why?...I just plain old didn't want to get rejected even by 'them' (i.e...girls!) on my walls in my room. I got some white poster boards and glued a lot of the box tops on them I had saved up to that time. They went up proud and decorated my walls for a long time. I still have the original maybe five or seven poster boards of those model box tops.

Somewhere in my life journey - I somehow got a hold of a huge three foot by four foot black fiber case about five inches thick that I suppose artists can carry their artwork around in. That's where all the posters and box tops started hibernating in. Trust me - I never went into a bank with it since I didn't want them to think I had a whole regiment's worth of firearms in there. Over the years though - it's amazing the box tops and instructions that have gone into that case. I've also managed to fill a brief case, an even larger suitcase, and some school binders full of these box tops and instructions.

Let me now get back to the 'Neverland' mentioned at the beginning. Every now and then - when I just happen to be in the basement, have friends over, or whatever the circumstance may be...lo and behold how surprised I get when I look at the boxes of actual models I've built over the years. Then to take out the huge black case or one of the suitcases with the box tops. What magic, what memories, and amazement to see some of the models I had built and totally forgot about. I remember once a good friend came over - he forced me into the basement so he could see some of the stuff I had (okay - I really suggested it)...and then finding models I absolutely forgot I even had. Scarier still was to see he saw I had more than one of the unbuilt models. I just could not give one of them away - just yet...I plan to live to at least 167 give or take four years!

My little 'Magicland' may never do anything but for me alone. That's okay because it's filled with some of the greatest memories. It is a part of me and brings smiles and thought of others who have crossed my path in life. Maybe I've added to theirs. Modelers - keep the magic alive. Keep having fun and remember - if some guys in dark suits and sunglasses call or visit you at home - you may just have the box art or instructions needed to save the world.

AMT/Ertl 1/25th Scale 1967 Shelby GT 350

by Jacob Russell

The 1967 Shelby GT-350 was not your average Mustang. It was powered by a Shelby tuned 289 cubic-inch Ford V-8 with a four barrel Holley carburetor and it produced 306 horsepower. The body had many special features to distinguish it from the stock Mustang, among them Mercury Cougar taillights, a custom hood with air scoop and hood pins, and fiberglass air scoops mounted on the body aft of the doors. A four-speed manual transmission was standard equipment, and options included an automatic transmission, Kelsey-Hayes Magstar wheels, Paxton supercharger, and air conditioning. The Shelby GT-350 had the performance to match its appearance, with a 0-60 time of 7.1 seconds, a 15.3 second quarter mile run @ 91 MPH, and a top speed of 129 MPH. Not bad for 1967!



The kit is well packaged in a sturdy cardboard box. The model consists of 123 parts - 84 gray, 25 chrome, eight clear, four rubber tires, and two clear red parts. The parts are all separately bagged, with the exception of the clear parts, which were slightly scratched. These parts come on seven sprues, with the exception of the body and the inner door detail. The body is very well executed with crisp detail, and minimal mold lines. The hood has molded-

on hood pins and these are only fair. The chrome parts include the bumpers, wheels, air cleaner, front disc brakes, etc. The quality of the chrome is good, and there is also an optional pair of ribbed valve covers with "Cobra" script. The soft rubber Firestone tires have good detail.

The chassis is nicely done and the interior parts - especially the dashboard - are quite impressive. The engine detail is also well executed, albeit slightly soft. The fold-out instructions feature good drawings and a logical build sequence, but the color recommendations are generic; for example suggesting "Blue" for the engine block rather than Ford Engine Blue, which is more accurate. The decals are screen-printed, include a pair of license plates, and the quality is mediocre. My overall impression of this kit is positive.

The website The Car Source lists the following dimensions for the Shelby GT-350: a wheelbase of 108 inches, overall height of 51.6 inches, overall width of 70.9 inches, and an overall length of 186.6

inches. I have not checked the kit against these measurements but I feel that kit accurately depicts the car so I will defer to the Mustang experts on that subject. No kit is perfect and this one is no exception. The carburetor and battery are generic in their detail and the "Cobra" valve covers should be black crinkle finished rather than chrome plated. The Kelsey-Hayes Magstar wheels, although nice, are not quite right in their proportions: the centers should be smaller and the rims should be bigger.



I have always liked Mustangs, and I really like this kit. I think that a competent builder can produce a nice model from this model kit, and that a little aftermarket help in the form of seatbelts, a set of photo-etched hood pins, etc. can result in a highly detailed model anyone would be pleased with. Information on the AMT/Ertl website indicates that this kit is not currently in production but it should be easy enough to find. I purchased my kit from Skyway Model Shop.

Highly recommended!

Request for Info on McChord-based A-10s and F-15s

Tracy and Jeni Saulino are trying to collect references and photos of the A-10s and the F-15s from when they were based at McChord AFB. Any info would be appreciated, as well as suggestions for which 1/48th scale F-15 kit to get to model a McChord bird.

Contact them at **ClumbersHunt@comcast.net** (new email address, we moved). Much thanks in advance!

Aviprint 1/48 Ki-45 Toryu (Nick) Decals

by Chris Banyai-Riepl

The newest sheet from Aviprint covers one of the more interesting Japanese subjects, at least to me, the Ki-45 Toryu. This twin-engined heavy fighter had some interesting color schemes and unit markings, and this sheet provides options for four of those appealing Ki-45s.

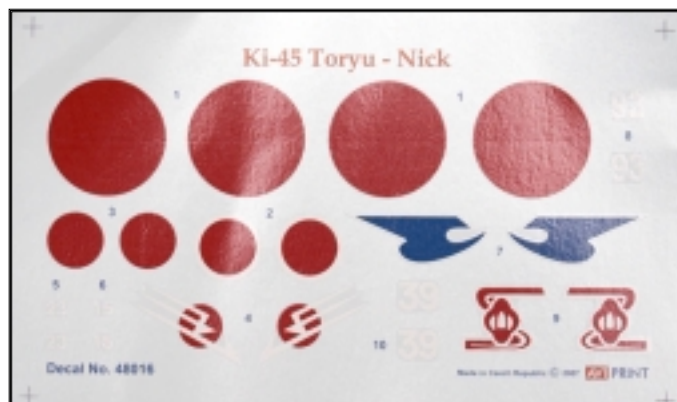
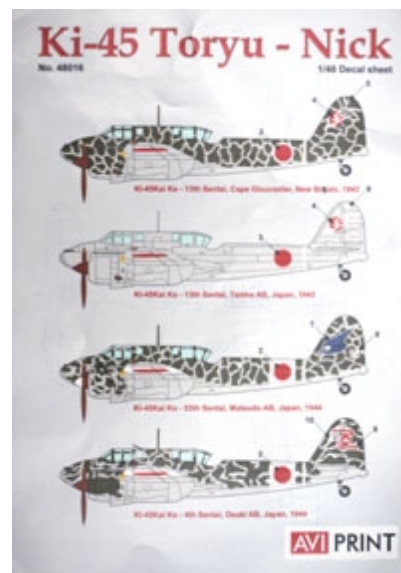
All four options on this sheet are Ki-45-Kai Ko aircraft. The first option is from the 13th Sentai at Cape Gloucester, New Britain

in 1943. This plane has a disruptive pattern of dark green over the base color of gray green. The fuselage hinomarus are outlined in white, and the 13th Sentai unit marking is on the tail. This consists of a red circle with a multi-pronged arrow running diagonally through it. The second option is also from the 13th Sentai, so it has the same tail marking, but in this case the plane is overall gray green. This plane was at Taisho AB in Japan in 1943.

The third aircraft is from the 53rd Sentai, seen at Matsudo AB in Japan in 1944. Like the first option, it has a disruptive camouflage of dark green over the base gray green. As this was a home defense Toryu, it has the hinomarus centered on white

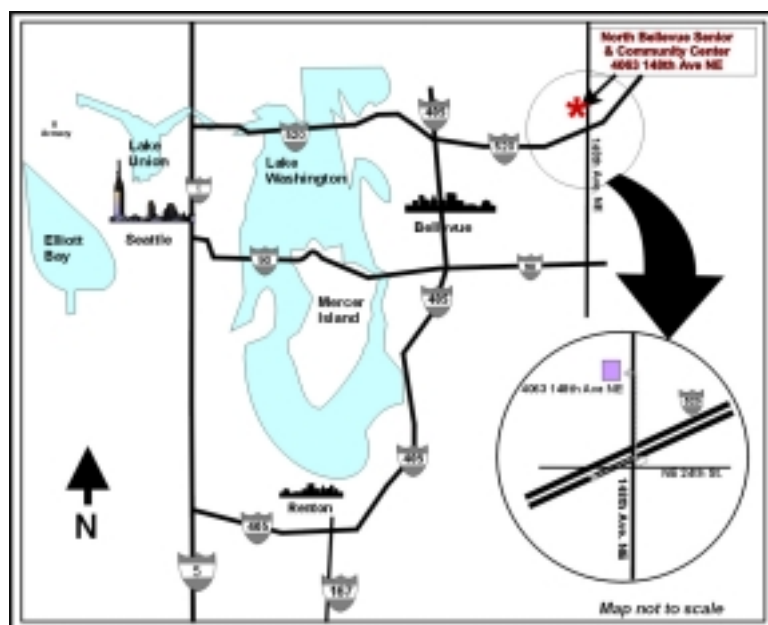
bands around the wings and fuselage. The tail marking is a blue design, outlined in white, and the spinner tips are also white. The final option is from the 4th Sentai, seen at Ozuki AB in Japan in 1944. Also in a disruptive camouflage, this option also has the home defense white bands. The tail

marking is another colorful red and white design. Although the instructions make no



mention of it, these decals are probably designed for the new-tool Hasegawa 1/48 kit, although they will probably work on the Nichimo kit as well. The quality is quite good, with excellent register. If you have a couple Ki-45s lying around, this could be just the incentive you need to dig them out and finish them. My thanks to Eduard for the review sample.

Meeting Reminder



April 12
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.