

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2008

PREZNOTES



It seemed that the Spring Show was months, then weeks away. All of a sudden, BAM, it's here.

To me, there was some concern about how the show was going to go, considering the state of the economy and a few other things that gave me some cause for worry. And then there was the weather. In our little corner of the North Puget Sound Convergence Zone, it started snowing Friday afternoon and when we woke up before dawn on Saturday there was 7" of snow on the ground! Uh-oh. This can't be good. After checking out several weather reports it appeared that the north convergence zone received the brunt of the weather, and if we could fight our way out of the neighborhood things would get better. Fortunately they did, and the roads were bare and dry as we got closer to the Renton CC.

I have to say that our Spring Show was another spectacular success. On the tables there were 690 entered models and collections and display-only took that to well over 700 models at the show. That's an increase of approximately 125 models from our 2007 show. Thanks to everyone that attended. Our farthest travelled visitors were Greg Reynolds, a former member of IPMS Seattle who came up from the San Francisco Bay area and Scott Ramirez who managed to escape from Hollywood to make it to our show. Our vendors seemed to be selling product left and right. I saw a lot of visible table space on most vendor's tables by the end of the day.

Of course, the show couldn't be run without the capable leadership of Tracy White, Jon Fincher, Charlie Sorensen, Mike Millette, Eric Christiansen, Spencer Tom, Jill Moore, Robert Allen, and Norm Filer, who made this another smooth running effort. Another tip of the ol' Fedora goes to all the members that volunteered their

services to help with registration, raffle, hosting, and contest judging duties. Your help with making the show such a success is appreciated more than you know. Also, our thanks to Jon Farrelly who made a whole new set of contest category cards for this year. And last (but certainly not least) I would like to thank the spouses that offered their services on show day. Sherry, Sabrina, and Taryn all lent a hand and made our lives a whole lot easier. Thank you.

That's it (for now).

We'll see you at the meeting,

Terry

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IPMS Seattle Web Site (Webmasters, Norm Filer & Tracy White): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 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.

May 10
July 12

June 14
August 9

IPMS/USA NEW MEMBER APPLICATION

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

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)

If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
 North Canton, OH 44720

Check out our web page: www.ipmsusa.org

Great White Fleet Centenary

by Wesley Moore

Have you ever wished you were there to see some event from history? Even on TV? (Some events would be a darn sight safer that way!) Well, one event that I've found myself regretting, that happened right here in Puget Sound, was the visit of Teddy Roosevelt's "Great White Fleet," a hundred years ago this month.

In case you missed it, the "GWF" was the round-the-world voyage of the Atlantic Battle Fleet (its modern day equivalent would be for five or six *Nimitz*-class carriers to tour the world together). It started in late 1907 as an exercise to see how quickly those 16 battleships could sail from the US east coast to the US west coast (the Panama Canal was under construction, so they had to go The Long Way), and if they would be in any shape to fight when they got there. (Since it was an exercise, not a diplomatic mission, they only made five stops, legs being limited to around 3,000 miles by the need to load coal...)

It went so well that TR decided to bring his "Big Stick" home by sailing west across the Pacific, the Indian Ocean, and the Mediterranean. Since they had to be home in time before TR left office, again they made only limited stops - Hawaii; Auckland, NZ; Sydney and Melbourne, Australia; Manila; Yokohama; Ceylon (Sri Lanka); Suez Canal; various Med ports, Gibraltar, and back to Hampton Roads... where they started covering the white with grey...

Everywhere they stopped, it was a Very Big Deal: the shore would be covered with spectators, the harbor would be full of excursion steamers, 21-gun salutes would be fired (by each ship!), there would be Official Visits by the officers, banquets, parades (the poor swabbies had to shoulder arms and march through town, but they got a excursion or dance in

return), and "open house" on the ships. By day the gleaming white and buff ships would be festooned with flags, by night illuminated by those new-fangled electric lights (each one had its name spelled out in lights across the bridge - I think *USS Ohio* had it easier than the flagship, *USS Connecticut*), and (my favorite) promptly at 8 PM, the Fleet would put on a search-light exercise.

If you Google "Great White Fleet" you will come up with a few nice sites, but my favorite is <http://www.greatwhitefleet.info/> which is mostly Bill Stewart's amazing collection of postcards and other ephemera. If you are a fan of pre-Dreadnought warships, this site borders on porn. Not just B&W photos, but hand-tinted postcards, showing all that gorgeous buff and white paint, and polished gun barrels (so cool!).

The site also has cool stuff like the "official" program for the Fleet's visit to Puget Sound, starting May 23rd, 1908. It was an Extremely Big Deal. 400,000 people showed up in Seattle to see them anchored in Elliott Bay and watch the parades - that's about twice the city's population at the time! (A bizarre feature of the festivities was the presentation of 16 bear cubs as mascots - where do you get 16 bear cubs!?)

But I missed it...so, if May 23 finds me anywhere near Elliott Bay, I'll stand on a pier, trying to imagine 15 gleaming white battleships, belching black coal smoke, steaming to their anchorages, and, at a flag hoist from the flagship, simultaneously dropping anchor...

...oh, wait, I won't have to strain my imagination as much as I thought, thanks to the Navy and Bill Stewart:

20 May, 11:30 AM at Bell Harbor Rooftop Plaza (Pier 66): Hizonner the Mayor speaks, followed by parade of USN ships, including *USS Rushmore* and *Preble*, and flyover of USN EA-6s. Free. (There may be public visits to the ships - it's unclear...)

22 May, 6:00 PM at Museum of History & Industry (MOHAI): Opening of exhibit of Bill Stewart's amazing collection (see above - who knew he lives in Seattle), and a lecture (7:30) by Dr. James Reckner, who wrote *Teddy Roosevelt's Great White Fleet* (1989, reissued in paperback in 2001) and a visit by TR himself! \$10.

All Pre-Dread-heads gotta be there!



2008 Spring Show Category Winners

Place	Model	Modeler
Juniors		
001	Junior-Aircraft	
1st	P-47D	Spencer Transier
2nd	SPAD XIII	Ingrid Smith
3rd	P-51 Mustang	Peter Smith
HM	AT-6 Texan	Ingrid Smith
HM	Spitfire Mk.I	Ingrid Smith
002	Junior-Armor	
1st	M8 Greyhound	Kevin Johnson
2nd	T-34	Tyler Schmidt
3rd	M13/40	Conor Blakeley
HM	Hummer	Tyler Schmidt
003	Junior-Auto	
1st	71 Trans Am	Paul Guettler
2nd	Well Worn	Travis Spitzer
3rd	1982 Corvete	Chris Barber
HM	1969 Camero	Chris Barber
004	Junior-Space Fact/ Future Tech.	
1st	Explorer I	Lisa Nelson
005	Junior- Prefinished	
No entries		
006a	Junior-Miscellaneous (Naval)	
1st	Kuma CL	Tyler Schmidt
2nd	I-136 Sub	Tyler Schmidt
3rd	IJA Aux Vessels	Tyler Schmidt
006b	Junior-Misc. (Fig/Diorama)	
1st	Lunch at the Front	Kevin Johnson
2nd	MG-42	Kevin Johnson
3rd	Bird Trans.	Ingrid Smith
HM	Mummy in Tomb	Peter Smith
006c	Junior - Misc. (Gundam/Sci-Fi)	
1st	Gundam	William Birkbeck
2nd	Gundam	Zoe Birkbeck
3rd	Gundam	William Birkbeck
HM	Monster	Peter Smith
Best Junior Award: Lunch at the Front Kevin Johnson		

Aircraft

101	Aircraft-1/73rd & Smaller	
1st	P-51	John Lee
2nd	Bf 109F	Glen Adams
3rd	A6M2-N Rufe	Glen Adams
HM	Ki-45 Nick	John Lee
102a	Aircraft-1/72nd Single Prop, US & GB	
1st	Spitfire Mk.V	John Frazier
2nd	SB2C-4	Van Dyke
3rd	Fisher XP-75	Bill Osborn
HM	Spitfire Mk.IX	Gary Dyyke
HM	SB2C	Bill Osborn
OoB	Fokker D.XXI	Paul Hanthorn
102b	Aircraft - 1/72nd Single Prop, Other	
1st	Spitfire Mk. XIV	Daniel Carey
2nd	MiG-3	Jim Schubert
3rd	MiG-3	Stephen Tontoni
HM	Fw 190-F	Brian Yee
OoB	MiG-3	Jim Schubert
103a	Aircraft-1/48th Single Prop-Axis	
1st	Ju 87	Bob Windus
2nd	Fw 190D	Chris Cowx
3rd	He 46	Ralf Braun
HM	A5M Claude	Michael Virr
HM	Ki-44 Tojo	Bob Windus
OoB	Ki-115	Terry Moore
103b	Aircraft-1/48th Single Prop-Allied	
1st	Swordfish	Randy Colvin
2nd	P-40 Warhawk	John Frazier
3rd	Spitfire Mk. VIII	Dave Sherrill
HM	P-51	Darrin Bringman
HM	Tempest Mk.V	Dave Sherrill
HM	F4U-1 Corsair	Terry Schuler
HM	Sea Fury	Joseph Brown
OoB	F4U-1 Corsair	Terry Schuler
104	Aircraft-1/72nd Multi Prop	
1st	He 111H-6	Jay Mullins
2nd	G3M Nell	Dan Smith
3rd	P-38J	Dave Sherrill
HM	B-26	Brian Birk
HM	Tu-95 Bear	Brian Birk
OoB	B-26	Brian Birk
105	Aircraft-1/48th Multi Prop	
1st	Mosquito Mk.III	Dave Sherrill
2nd	J1N Gekko	Tom Gloeckle
3rd	Beaufighter	Terry Schuler
OoB	Beaufighter	Terry Schuler

106a	Aircraft-1/32nd & Larger, Prop, Allied		113	Aircraft-Airliners	
1st	Spitfire Mk.Vb	Dave Pratt	1st	Delta 767-200	Tim Bradley
2nd	P-47D	Steve Gallacci	2nd	TWAL-1011	Carl Kietzke
3rd	P-47D	Rory Pennington	3rd	Junkers F.13	Van Dyke
HM	P-47D	Chris Morris	OoB	Junkers F.13	Van Dyke
HM	TBF Avenger	Ralph Durham			
106b	Aircraft-1/32nd & Larger, Prop, Axis		114	Aircraft-Rotary Winged Vehicles	
1st	Fw 190D-9	James Mustarde	1st	Aerial Helo	Terry Davis
2nd	Fw 190D-11	Dave Pratt	2nd	Fire Service Cobra	Tim Bradley
3rd	Fw 190D-9	Randy Colvin	3rd	Mi-24 Hind	Brian Birk
HM	Bf 109G-14	Mike Millette			
OoB	Re 2005	Mike Millette	115	Aircraft-Biplanes, Vintage	
107	Aircraft-1/72nd Single Jet		1st	Fokker D.VIII	Mike Medrano
1st	F4D-1 Skyray	Warwick Wright	2nd	SE.5A	Harry Avis
2nd	A-4 Skyhawk	Dan Carey	3rd	Hanriot HD.1	Mike Medrano
3rd	F8J Crusader	Ralph Durham	OoB	Hanriot HD.1	Mike Medrano
OoB	G-4 Super Galeb	Djordje Nikolic			
108	Aircraft-1/48th Single Jet		116	Air Scratchbuilt/vac/conversions	
1st	Sabre Mk.5	Brian Birk	1st	Grumman American	Barney Dunlevy
2nd	F-16C	Brian Birk	2nd	Ta 152C-1/R31	Chris Cowx
3rd	Firebee Drone	Terry Moore	3rd	Speed Spitfire	Jim Schubert
OoB	F-16C	Brian Birk	Best Aircraft Award: F4D-1		Warwick Wright
109	Aircraft-1/72nd Multi Jet		Armor		
1st	F-18C	Dan Carey	201a	Armor-1/35th-Closed Top to '45-Axis	
2nd	F-18E	Brian Birk	1st	Stug. IIB	Mark Ford
3rd	B-58	Brian Birk	2nd	Type 94 Tankette	Chris Morris
OoB	F-18E	Brian Birk	3rd	Panzer IB	George Stray
110	Aircraft-1/48th Multi Jet		HM	King Tiger	Randy Colvin
1st	F-15A	Michael Virr	HM	Panzer IIG	Chris Morris
2nd	F-117	Brian Birk	OoB	E-100	Patrick Perales
3rd	F4K	Michael Virr	201b	Armor-1/35th-Closed Top to '45-Allied	
OoB	F-117	Brian Birk	1st	T-34	Rick Lawler
111	Aircraft-1/32nd & Larger- Jet		2nd	Renault Tractor	George Stray
1st	F-100D	Norm Filer	3rd	Churchill III	Phil Wyatt
2nd	F-105D	Rory Pennington	HM	KV-1	Lauren Blakley
3rd	A-7	Brian Birk	HM	M3 Stuart	Joseph Matich
OoB	A-7	Brian Birk	OoB	Sherman Firefly	Phil Wyatt
112	Aircraft-Civil, Racing		202	Armor-1/35th-Closed Top after '45	
1st	Piaggio Pagna Pc-7	Jim Schubert	1st	M113A2	Peter Hickey
2nd	Boeing Model 40	John Lee	2nd	T-55A	Lauren Blakley
3rd	Franklin Egret	Jim Schubert	3rd	M-24	Rick Bennett
HM	LS8 Sail Plane	Terry Davis	HM	T-55A	Roy Schlicht
HM	B-17F	Terry Moore	HM	T-72	Dan Conrad
OoB	P-39 1946 Racer	George Tufnail	OoB	Leopard 2A5	Randy Colvin

Text continued on page 8



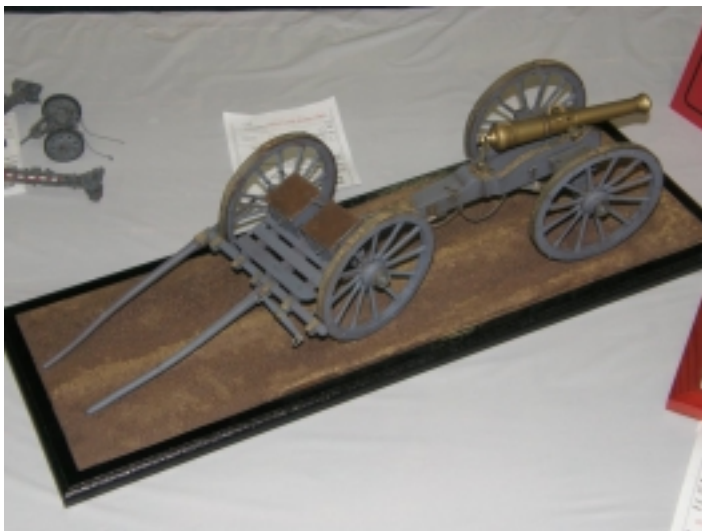
Spring Show Photos

by Djordje Nikolic (except as indicated)

This page, clockwise from below: Tim Nelson's winning entry in the Modelfy! contest; Fred Fritz' line-up of F1 cars, one Ferrari of which took home Best Italian Subject; Randy Colvin's 1/48th Tamiya Fairey Swordfish won its crowded category, and the Best British Subject special award; A general view of the hall; Terry and Jill Moore were treated to this lovely view on show morning - it's late April! (photo by Terry Moore)



This page, clockwise from top right: Norm Filer's Trumpeter F-100D was the winner in the Best 1/32nd Jet category; Mark Aldrich's IDF 15CWT; Djordje Nikolic's G-4 Super Galeb; John Geigle's Napoleonic Cannon; Warwick Wright's 1/72nd scale F4D-1 Skyray, which won the Best Aircraft award.



203 Armor-1/35th-Open Top

1st	SdKfz. 251/2	Mike Millette
2nd	M-18 Hellcat	Randy Colvin
3rd	Marder III	Tony Roberts
HM	Marder III	Phil Wyatt
HM	Geschutzwagen	Steve Gallacci
OoB	Marder III	Joseph Matich

204a Armor-1/36th & Smaller, All Types

1st	Steurer Emil	Mark Ford
2nd	M24 Chaffee	Greg Schell
3rd	BTR-80	Will Perry

204b Armor-1/48th, All Eras & Subjects

1st	Panzer III	Jay Mullins
2nd	M4A1 Sherman	Mike Medrano
3rd	M3 Lee	Jay Mullins
HM	Alligator	Steve Faxon
HM	M26 Pershing	Mike Medrano
OoB	M4A1 Sherman	Mike Medrano

205 Armor-Soft-skinned

1st	DAK SdKfz 222	Peter Hickey
2nd	15CWT IDF	Mark Aldrich
3rd	M274 Mule	Rick Bennett
OoB	1942 Harley WLA	Chris Collins-Lubin

206 Armor-Towed Artillery & Missiles

1st	Napoleonic Cannon	John Geigle
2nd	SS-1c SCUD	Peter Hickey
3rd	V-1	Mike Medrano
OoB	V-1	Mike Medrano

207 Armor-Conversions & Scratchbuilt

1st	AMD Laffly S15 TOE	Davis Hansen
2nd	Bedford	Steven Russo
3rd	Israeli Tiran 5	Steven Russo
HM	Israeli Tiran 4	Steven Russo

Best Armor Award: Stug. IIB Mark Ford**Figures****301 Figure-Less than 54mm**

1st	Vikings	Peter Hickey
2nd	Mounted Wraith King	Rebel Romero

302 Figures-54mm & 1/35th

1st	Captain 6th Hussars	Peter Hickey
2nd	Lasalle 1808	Peter Hickey
3rd	US Tank Crewman	Chris Collins-Lubin

303 Figures-Larger than 54mm

1st	Sgt. 82nd Airborne	Randy Colvin
2nd	French Knight	Talino Bruno
3rd	WWI Flyer	David Lane
HM	Cowboy	David Lane
HM	NBC suit, US ARMY	Mark Simonson

304 Figures, Creatures, Sci-Fi, Fantasy

1st	Werewolf	Talino Bruno
2nd	Rocket Girl	Steve Hilby
3rd	Warhammer Cleric	Rick Bennett
HM	Alex the Vampire	Talino Bruno
HM	Head Merchant	Talino Bruno

Best Figure Award: Werewolf Talino Bruno**Naval****401 Ships-Powered 1/700th & smaller**

1st	IJN Takao	Bill Cianci
2nd	USS Yorktown	Gorden Bjorklund
3rd	USS Hornet	Gorden Bjorklund

402 Ships-Powered 1/700th & larger

1st	S-100 Schenll Boot	Dave Sherrill
2nd	IJN Mikasa, 1902-04	Roger Torgeson
3rd	HMCS Haida	Ryan Cameron
HM	MTM Barchino	Rany Colvin
HM	PT-105	Steve Faxon

403 Ships-unpowered

1st	New Bedford Whale Boat	Bob Windus
2nd	Clipper Cutty Sark	Neils Wilhelm
3rd	Frigate Le Belle Poule	Neils Wilhelm

404a Ships-Submarines - Allied

1st	Balco Class Sub	Rory Pennington
2nd	Gato Class Sub	Ralf Durham

404b Subs - Axis

1st	Type XXIII U-Boot	Mark Simonson
2nd	Type XXIII U-Boot	Les Walden
3rd	U-69	Ralph Durham

404c One & Two Man Subs

1st	Type A Midget Sub	Ed Pinnell
2nd	Seehund	Mark Simonson
3rd	Chariot	Mark Simonson
Hm	Bushnell's Turtle	Mark Simonson
OoB	Type A Midget Sub	Ed Pinnell

Best Ship Award: IJN Takao Bill Cianci

Automotive

501	Auto-Factory Stock	
1st	58 Corvette	Paul Stedman
2nd	41 Willys	Craig Neader
3rd	Mercedes 300SL	Terry Davis
HM	65 Chevy Impala	Gary Dyycke
OoB	65 Chevy Impala	Gary Dyycke
502	Auto-Hot Rods	
1st	34 Ford Rod	Joe Spitzer
2nd	32 Ford Roadster	Bruce Stallard
3rd	Ford Convertible	Everett Quam
HM	32 Ford Roadster	Jim Rose
503	Auto-Custom	
1st	Datsun 240Z	Chris Vennette
2nd	92 Cougar Lowrider	Shannon Dimaulo
3rd	49 Mercury Coupe	Shannon Dimaulo
HM	49 Mercury Coup	Shannon Dimaulo
HM	48 Chevy Sedan Deliv.	John Lee
504	Auto-Pick-ups	
1st	40 Ford Pick-up	Dale Schmitt
2nd	57 Chevy Stepside	Gary Dyycke
3rd	60 Chevy Pick-up	Steve Hilby
HM	57 Chevy Pick-up	Jim Rose
OoB	57 Chevy Stepside	Gary Dyycke
505	Auto-Trucks, Rescue	
1st	Mack AC Pumper	Harry Avis
2nd	AMT Tele. Truck	Wes Parker
3rd	La France Ladder	Wes Parker
HM	57 Chevy Stepside	Dale Schmitt
506	Competition - Closed Wheel	
1st	64 Dodge Hemi Honker	Shannon Dimaulo
2nd	63 Z 'Vette	Paul Stedman
3rd	Porsche GT-1	Fred Fritz
HM	Lola T-70	Fred Fritz
507a	Comp. - Open Wheel 1/16 & Larger	
1st	McLaren M-23	Fred Fritz
2nd	Ferrari F-1 1991	Fred Fritz
3rd	Brabham BT44	Fred Fritz
HM	Tyrrell 1972	Fred Fritz
507b	Comp. - Open Wheel 1/18 & Smaller	
1st	Jordan 191	Paul Stedman
2nd	Target Reynard	Paul Stedman
3rd	Gurney Reynard	Paul Stedman
HM	Sprint Car	Jeff Clark

508	Motorcycle	
1st	Yamaha YZR 500	Tom Gloeckle
2nd	Copper Cranium	Shannon Dimaulo
3rd	Jesse James Chopper	Eyner Mitchell

Best Automotive Award: 58 Corvette Paul Stedman

Space Fact and Fantasy

601	Space Fact	
1st	Sputnik I/R-7	Tim Nelson
2nd	X-20	Ralph Braun
3rd	Gemini	Mark Simonson

602	Aerospace test/record breakers	
1st	NASA X-38	Tim Nelson

603	Science Fiction-Vehicles	
1st	GH-4R Hatchet	Chris Vennette
2nd	Recon Vehicle	Anthony Froh
3rd	Space Cruiser Yamato	Roy Pennington
OoB	Tachikoma	Marc Spoor

Best Space Fact/Exper./Sci-Fi: GH-4R Hatchet Chris Vennette

Diorama

701	Diorama-Aircraft	
1st	Launch Platform	Gary Webster
2nd	MiG-21	Djordje Nikolic

702	Diorama-Auto	
1st	Forgotten Classic	Dale Schmitt
2nd	The Honey-Do List	Dale Schmitt

703a	Diorama-Armor 1/35th & Larger	
1st	Knocked-out Hetzer	Rick Lawler
2nd	Early Jagdpanther	Jon Lange
3rd	Early Nashorn	Jon Lange
HM	Sons of the Rodina	Peter Hickey
HM	Panzer II "Luchs"	Rick Lawler
HM	France 1940	Randy Colvin

703b	Diorama-Armor 1/36th & Smaller	
1st	M4A3 Sherman	Chris Morris
2nd	Normandy	Nels Rasmussen
3rd	PZKFW IV	Nels Rasmussen

704	Diorama-Sci-Fi, Space	
1st	Primeval Princess	Jannie Bennett
2nd	Martian Was Machine	Steve Hilby
3rd	Super Armored Suit	John Geigle

705 Diorama-Naval		803 Animals/Dinosaurs	
1st U-Boot Pen Bert Perterson		1st Triceratops Horridus George Tufnail	
2nd German Periscope John Simonson		2nd Tyrannosaurus Rex George Tufnail	
		3rd Tuxci Dolphins Brian Beaumoran	
706 Diorama-More than 5 Figures		HM Dilophosaurus George Tufnail	
1st The Barbarians Talino Bruno			
2nd 6th Alabama Nels Rasmussen		804 Group Builds	
3rd Tarawa David Lane		1st Grateful Dead Dance Rebel & Art Romero	
HM German 2nd Line Roy Schlicht			
Best Diorama/Vignette: M4A3 Sherman Chris Morris		805 Miscellaneous	
		1st Locomotive 1860s Bert Peterson	
Miscellaneous		2nd F4E Scrambled Eggs John Pouch	
		3rd Hard Boiled Landing John Pouch	
801 Collections		HM Pleasure Kayaking Bert Peterson	
1st Zero Collection John Lee			
2nd Tank Transporters John DeRosia		806 Mentored Models	
3rd Defence of Moscow Shawn Gehling		1st Tiger vs. British Sean Nelson	
		2nd Tiger I Reed Christianson	
802 Hypothetical, Flights of Fancy		3rd CH-130 USCG Dylan Jacobson	
1st Inner Space Harry Avis			
2nd Float Torpedo Boat Steven Russo			
3rd European USAAF F4U Anthony Froh			

Special Awards

Award Title	Sponsor	Winner	Model
People's Choice	IPMS Seattle	Rick Lawler	Knocked-out Hetzer
Best Finish	IPMS Seattle	Fred Fritz	Lola T-70 Prototype Le Mans Racer
Modelfy!	Terry Moore	Tim Nelson	When Mad, Mad, Mad, Mad Worlds Collide
Best Canadian	IPMS Vancouver	Peter Hickey	UN M113 A2
Best Submarine	OHMS	Rory Pennington	USS Capitaine
Best Bare Metal Finish	IPMS/Tacoma	Bob Windus	Ki-44
Best Firefighting Aircraft	Dan Farnham	Tim Bradley	USFS Cobra
Best British	Robert Allen, Andrew Birkbeck, and Keith Laird	Randy Colvin	Fairey Swordfish
Best Civilian Auto/Motorcycle	Jon Fincher	Dale Schmitt	40 Ford Pickup Relic
Best What If?	Jon Carr Farrelly	Steven Russo	XP-38J
Best Fire/Life Safety Vehicle, Land or Sea	Seaside Fire Service	Wes Parker	ALF Tiller
Best Airliner	Norm Filer	Tim Bradley	Delta 767-200
Best Small Air Forces	Stephen Tontoni and Will Perry	Bob Windus	Romanian Ju 87
Best 1/32nd Scale Aircraft	Shawn McEvoy	Chris Morris	P-47 Thunderbolt
Best Pacific Theater	Tracy White	Bill Cianci	IJN Takao
Best Street Rod/Custom	IPMS/PSAMA	Bruce Stallard	32 Ford Roadster
Double Take Award	Eric Christianson	Gary Webster	Launch Platform
Best French	IPMS Yakima	George Stray	Renault Tractor UE
Best German	Mike Medrano, Mike Millette, and Djordje Nikolic	Dave Sherrill	Schnellboot
Best Italian	Charlie Sorensen	Fred Fritz	Ferrari 641 F1

Moebius 1/128th Scale SSRN *Seaview*

by Terry D. Moore

My first recollection of the *Seaview* was an image of this huge submarine climbing out of the water at an incredible angle and splashing down amongst the icebergs. Being the geeky guy that I was this looked just too incredible to believe, especially with that big manta ray bow and windows. A really cool TV show about a giant submarine I'd ever seen before. In September of 1964 a new TV show premiered on ABC called *Voyage to the Bottom of the Sea*, starring Richard Basehart, David Hedison and one totally awesome submarine. The show dealt with spies, disasters, the Peoples' Republic, and anything that might be encountered by a large research submarine, including an occasional deep sea monster.

When the second season premiered, the program had gone to color and there were some alterations to the *Seaview*, the most important, the addition of the flying sub which would allow more off-submarine adventures. As the series progressed, it became a "monster or alien of the week" program, where a crewmember (or even the captain, once) would turn into a werewolf, or some creature from another dimension would show up and wreak havoc until the end of the episode, where the *Seaview* would then sail off into the sunset.

For many years the only kit of the *Seaview* was a release by Aurora of the original 8-window movie (and first season TV) version. It was later released by Polar Lights. Lunar Models released an 8-window version as well, approximately 28" long of vacform and resin. I've had my Lunar Models about half-done and sitting in the window sill above my bench going on 10 years now. I actually worked on it about a year and a half ago until I accidentally CA'ed it to my legs. It's been in the window sill ever since.

When Moebius Models announced they were releasing a kit of the *Seaview*, the sci-fi modeling community basically went ballistic with excitement and when the kit docked at the local hobby shop a few weeks ago, they barely were out of the case before they were into the hands of excited modelers. The *Seaview* model is actually based on two of the filming miniatures, the 17' version and an 8' version. The model includes extra parts to do either model. The major differences are the number of missile tubes and the framing (or lack of), around those big bow windows. There are also alternate parts for the lights at the end of the fins.



The kit is done to 1/128th scale and is, when complete, 39" long. It would make for a great mantle display. In my case however, it'll probably replace the Lunar Models kit that'll now never get finished. The hull is molded in quarters with separate fins, propeller housings and flying sub bay. Since the hull quarters are so large I thought that warpage might be an issue, but on my example it's not a problem.

Where this kit shines is the interior which appears faithful to the second season *Seaview*. Lots of fine detail parts make for a highly detailed interior which screams to have some sort of aftermarket lighting kit (which I'm sure is probably in production somewhere). The one thing that always bothered me though - when they moved the entire control room forward to the bow from the first to the second season, I never

did figure out how the periscope was supposed to work. Artistic license, I suppose. The model also includes a highly detailed flying sub bay along with the flying sub itself, which is a complete little model in its own right. Moebius has also included the diving bell and mini-sub which were seldom seen after the first season. In my opinion the instructions are the weak part of the kit. A four-page instruction sheet is included, mostly text. I think the diagrams are a bit small so locating some of the smaller control room parts might be an issue. Some of the assembly steps seem out of order to me. The painting guide lists a variety of paint

manufacturers to use for the color callouts, but I think they are too general, especially on the interior. My biggest issue about the instructions (a pet peeve of mine) is that there are a number of minor typos. Personally I would not have put the product out the door until someone had proofread everything first.

A nice feature about the kit is that a small information booklet about the filming miniatures is included and

gives some nice information about the production of the program with some good images of the miniatures and their history. For a while the 17' model was on display at a Planet Hollywood restaurant! One of the best things going for Irwin Allen's production company was his prop designers came up with really spectacular designs like the *Seaview*, the flying sub, the *Spindrift*, *Jupiter 2* and many others. Moebius models is issuing a number of kits based on Irwin Allen productions including the space pod and the chariot from *Lost in Space* as well as (so the rumor goes) a large scale flying sub. Moebius has a pretty ambitious release schedule of interesting and unusual subjects. If the kits are all as good as the *Seaview* then they should do well. I would highly recommend the *Seaview* kit for any of you who watched the show back in the day.

Italeri 1/48th Scale MiG-27 'Flogger-D'

by Scott Kruize

As soon as I got home, I opened the box and put the bags full of sprues out on the tabletop. They were all cleanly molded, with very little flash and no obvious sink holes or ejector pin marks showing on any

shaded, washed and re-washed artistry done to plastic kits, so common in kit reviews and contest pictures, don't in the least resemble real airplanes...

I'll get off my soapbox detour and merely observe that this kit's lines are raised, but are quite subtle and delicate. There's no sign of rivets anywhere.

What there was about the sprues: familiarity! A little voice inside said, "I've got this already!" Not exactly: A quick perusal of my kit stash showed that I have the ESCI MiG-23. The moldings look the same.

But not quite. The forward fuselages, with their jet intakes and nose cone, were quite different. What's all this confusion between -23 and -27?

The nature of our hobby is such that we could just glue different pieces of plastic together and paint them with random colors, but we don't. I could not resist pawing through first my own bookshelf, then the library's, then supplementing these with a World Wide Web search from my favorite search engine, DogPile.

It seems the MiG-23 was conceived and designed as an advanced air superiority weapon, a little later in time than the infamous F-111. It shares some features, most notably a very similar swing-wing design, but avoids some of the One-eleven's faults. Of course, much of the



No time this month for nostalgic musings about my Hurricane Bookshelf. There's a serious build to be done. Since emerging from my Dark Ages, it's the first Russian jet I've done. Back in my teen modeling days, I did three: the Monogram 'Forty-Niner' box-scale Badger bomber, Hawk's supposed 1/4-inch scale MiG-15, and of course the inimitable Aurora MiG-19 aka Yak-25. More on these some other time... a lot's changed since way back then, and now, this new kit is orders of magnitude more complex and accurate!

Instead of saying "the best things in life are free", it's more accurate to say "the most expensive things in life are free". The publisher of the *Internet Modeler* site, Chris Banyai-Riepl, came to the February meeting of the Seattle Chapter of IPMS, smiling sweetly and bearing "gifts", among them this kit. I was able to take it just for the asking. The catch, of course, was that I actually had to agree to build and review it. Pretty high moral cost, eh what?

surface that would be exposed. It has - you know, I can hardly say the phrase nowadays without adding the word "dreaded" - raised panel lines. In all the reviews I read, this seems to be a major deficiency. I can't understand why. I've been to many air shows and taken lots of pictures of real airplanes and about the least conspicuous things about any of them are the panel lines. Certainly the elaborately accented,





trouble with the F-111 was that it incorporated too many state-of-the-art, or even beyond state-of-the-art, features in one airframe. No wonder it was so difficult and expensive to bring it to completion and service. There also turned out to be great confusion about its role. The basic idea that an attack plane for the Air Force and a fleet defense interceptor for the Navy could be one and the same machine, or nearly so, seems incredible to me. The story of the political struggles around all this is truly strange - that would be capitalized "Strange" as in "Robert Strange McNamara".

Eventually, the F-111 emerged from its messy gestation as a potent strike aircraft. The MiG-23, designed just for aerial combat, was successful from the start, and has served for years and in large numbers with the Soviet VVS, and client states. That's what the ESCI kit represents.

From this successful role, its designers derived a ground attack version. (I've no idea if this was to follow the F-111's lead). More and stronger hard points were added, along with larger, sturdier wheels and tires, and most of all a new nose. The big round cone on the MiG-23 held a large search-and-intercept radar set. The new nose is referred to as the "duckbill" in

Russian, and tapers smoothly almost straight down from a slightly revised cockpit with a higher seat position. It's filled with more modest sized instruments and sensors suitable for laying bombs, unguided rockets, and cannon fire on ground targets. After some interim versions bearing designations like MiG-23BM, the final version, with all modifications put into large-scale production, is named the MiG-27. This is the version the new Italeri kit reproduces.

This is just a review of the basic kit. It would certainly form a foundation for a serious contest-winning model, if its simplicity were augmented by aftermarket accessories, such as the photo-etch set that Chris described in last month's issue of *IM*.

As I stated before, the same basic set of moldings is used for both the MiG-23 and this -27. The way this is done: the main fuselage is split just forward of the wings. The major differences between the two aircraft are all in the nose section, with the -27 using simplified subsonic jet engine air intakes, a higher cockpit, and of course the slender nose cone. This section is assembled first, starting with a simple cockpit assembly. The seat is in three parts, and installs onto a floorboard, with an instru-

ment panel and a joystick. Perfectly fine, if basic, moldings.

The fit among the main parts here is reasonably good, but was in need of some filling. I did this by super-gluing everything together. The best CA I've ever found is Pacer Zap-A-Gap, medium viscosity, in the green bottle. A generous bead goes all around and over the joints. I accelerate it, then immediately step to the sink and use 3M Wet-Or-Dry sandpaper, starting with 180 grit, to smooth everything out. The process wore away a few panel lines, but these were easy to restore with a few strokes of a sharp #11 blade.

In the second major step, the wing halves are fitted together and installed between fuselage top and bottom plates on pivot pins. The wing halves have rounded interlocking tabs that permit the wings to move together through the full sweepback range. While putting on the top plate, I let the two wing panels slip out of alignment, to odd angles. I hastily pried loose the top plate, since the glue hadn't yet set, realigned the wings, and glued the top back down again. Later, once the glue had set, I was experimentally flexing the wings, and once again got them out of alignment. However, I realized that there was sufficient 'play' in the assembly that by gently pulling one wing tip up, and the other down, the interlocking tabs could be reset without taking the whole thing apart. In sum, you don't need to obsess about holding the wings in perfect interlocked alignment as you glue this section together.

What's more important is to be careful with your dry-fitting. Normally, I build World War II fighter planes, and find that modern jet fuselages have much more involved geometry, having to accommodate airflow through to the engines. The top and bottom fuselage halves are molded to be a good fit, but require care in actually gluing them together so the seams are tight and at the same planar level. Also, on this kit, to accommodate the quite different assemblies of the MiG-23 and -27, the inner and

outer jet intake plates need to be fitted to the basic fuselage shape. There are few alignment pins or marks, and careful dry fitting is needed to minimize joint lines and gaps. One minor point: each jet intake is fitted with clear lights underneath, and these cannot be held off for installation after the paint job is complete. They must be glued into the air intakes early on. My solution was to glue them in place, then cover the clear lenses with a double coating of Ambroid "EZ Mask".

out my precision caliper, and found their cross-section to be a mere 30 x 33 thousandths, with a length of 5/16ths of an inch. I admire the moldmaker's skill but knew I was too much of a hack builder to make these work. So I carefully cut down the small square pegs the pins were supposed to butt-joint to, on the doors, drilled shallow holes there instead with my pin vise, then super-glued in substitutes made from 29-thousandths plain iron floral wire. I held these in the holes, in alignment, while the glue set, then used more super-

or gloves, and one under each main wing panel. On the one-to-one-scale MiG-27, these racks do not swivel, unlike on the F-111, and so can only carry loads with the wings splayed out to their maximum span. Apparently, a cannon was used on some MiG-23 variants, with a greatly improved rotary Gatling-type fitted to the -27. One of the few mistakes/omissions in this kit: the cannon assembly has no pegs, nor any alignment marks on the fuselage underside to locate it. You have to make do with the assembly diagram, or a detailed three-view from an outsider reference source. (The latter might help clarify things like antenna shape and placement...)



I haven't yet fitted all this ordnance, but I did enjoy the build up to this point, and am now putting finishing touches on my paint scheme. I'm not absolutely positive MiG-27s served during the tangled civil war in Yemen. Certainly, MiG-23BM and -BN models did, and these are sort of interim versions between the -23 and the -27, sharing the same duckbill nose assembly, but with some detail differences in the air intakes and some other equipment. But after acquiring the Osprey book *Arab Air Forces*, I really wanted to do this color scheme and these small air force markings.

The machine is fitted with a ventral fin, low near the back of the fuselage, and more than half of its area folds sideways for landing. On this kit, the two parts are a press fit together, with no hinging or other mechanism.

The remaining steps of the assembly have to do with fitting small parts, mainly the landing gear and its fairly elaborate strut work and multiple door panels. Although the gear looks complex, it wasn't particularly difficult to fit everything together, with one exception. The largest main gear doors are supposed to be held up and away from the main strut joint, next to the wheel, on two very slender plastic pegs. They were so astonishingly small I dug

glue to anchor the assemblies to the indentations in the gear struts. This all worked out OK.

Step seven shows installation of the two-piece canopy, a pair of wing 'gloves' (which seem not to have appeared on all variants), and a pair of small intakes to flank the front half of the fin. These are each molded in two pieces, and take some care getting them aligned, but the reward is that they actually look like scoops. The modeler doesn't need to drill them out, or simulate the openings with paint. A last step shows the fitting of a wide variety of ordnance: fuel tanks, bombs, and rockets. These are added at three points under the fuselage, a pair under the wing root stubs,

This model I've built will win no contests, but the basic kit is good and I unreservedly recommend it. Thank you, Chris and Italeri, for the "gift"... Advanced builders will have to dress up the plain cockpit, jet intakes, and landing gear bays with aftermarket photo-etched parts or equivalent. But any and all builders can...

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

[Thanks to Chris Banyai-Riepl and internetmodeler.com for permission to use Scott's article. - ED]



INTERNATIONAL PLASTIC MODELERS SOCIETY

**NORTH OLYMPIC PENINSULA
MODELERS SOCIETY**

WASHINGTON, USA



The North Olympic Peninsula Modelers
Society announces the:

Peninsula Model Show & Contest 2008

Saturday, June 21, 2008

9:30 a.m. to 4:30 p.m.

Building 204

Fort Worden State Park

Port Townsend, Washington

Show Theme

**“From Real to Reel”
Models in the Movies**

FOR MORE DETAILS VISIT OUR WEBSITE @ WWW.NOPMS.NET

NWSM News from the Museum of Flight!

by Stephen Tontoni

I got a surprise e-mail regarding the status of the permanent display cases for NorthWest Scale Modelers at the Museum of Flight in Seattle. We were given the impression that after the project went out for bid last November, then again in either December or January, that the project was waiting for funding. The surprise e-mail was one from the Director of Exhibits at the Museum, Chris Mailander, announcing that the permanent display cases were nearing completion (as of last week, April 30, the cases are complete). Tim Nelson and I saw the cases up close, and they are gorgeous. They are identical to the drawings that are on the donor flyers you've seen at the meetings and shows. The vitrine tops have angled roofs that allow unimpeded sightlines into the cases, allowing better photography, and the tops slip off much like the current temporary cases do. Within the cases, there are modular shelving units with removable legs so that we can adjust their height

depending on what we're displaying (or not use them at all if we don't need them).

The next display, *Maximum Effort; US Bomber Forces of WWII*, should be the inaugural display in these cases. Currently, we're projecting a June 12 roll out and opening ceremony, but that's unconfirmed. As I get more news, I will share that with you.

This is a ground-breaking milestone of cooperation between the NWSM (with overlap of IPMS) and the Museum of Flight. Thank you to all who have supported this project over the last year by displaying your work at the museum; that's what showed the museum we were serious about this, and what an enhancement it could be for them. Thank you to Tim Nelson and Jim Schubert for constant support and hard work, and thank you all for donating to get the project jump-started.

Upcoming Shows

Saturday, June 21

IPMS North Olympic Peninsula Modelers Society presents Peninsula Model Show and Contest 2008. Fort Worden State Park, Port Townsend, WA. See page 15 for show poster. Full details in next month's issue.

Friday-Sunday, July 25-27

Good Guys Rod & Custom, Puyallup, WA

Saturday, September 20

Oregon Historical Modelers Society and the Evergreen Air and Space Museum Present Evergreen Air and Space Museum Model Show and Contest 2008. McMinnville, OR

Saturday, October 4

IPMS Vancouver 38th Annual Fall Model Show and Swap Meet. Burnaby, BC, Canada.

Sunday, October 26

Old Country Store, Silvana WA

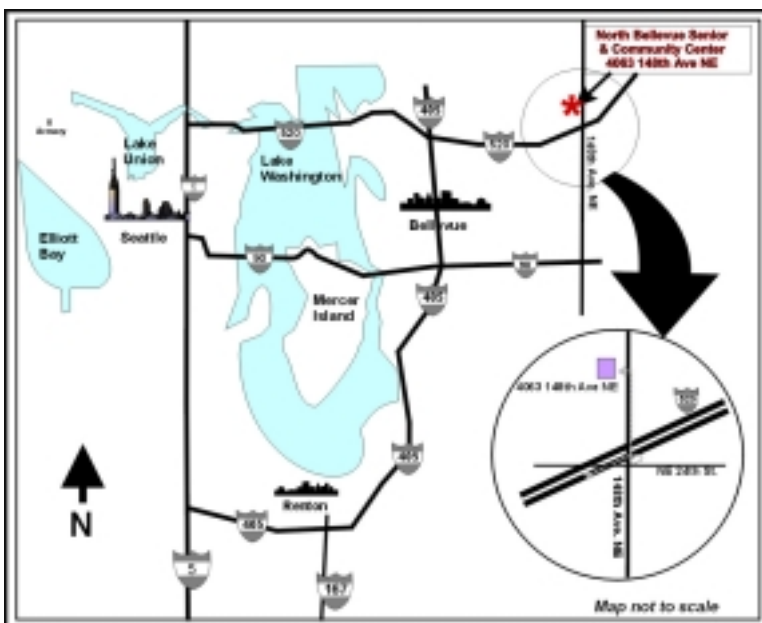
Saturday, November 2

OSSM, Clackamas OR

Meeting Reminder

May 10

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.