

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2010

PREZNOTES



Well, our spring show is only one week away so you have only that much time to get more models done. So, get cracking! However, a bit of advice from someone that has been doing this for a few decades. If it's somewhere in the early AM (like 3 or 4) on the morning of the 17th, and you

And I'm going to end it here. Less reading = more modeling time.

We'll see you at the meeting, and then the show,

Terry



have to add the treads, or paint the propellers, or add the photo-etch railings, why not just let it go. Odds are you are really tired. Tired modelers make mistakes. Just set it down and grab some sleep. Save your energy and finish it for the next show. Get some sleep so you can come to the show refreshed and you won't miss that model you have been searching for (for months) that will be at the vendors table. Besides, when you get home after the show and you see that nearly complete model on the bench with two of the decals upside down, you'll know you made the right choice. Judges don't particularly like models with upside down decals for some strange reason.

2010 Shows

Here are the dates, as currently known, for 2010 shows. More information will be given when it's available:

4/10/10 Lynnwood Galaxy
4/17/10 Renton IPMS Seattle
5/2/10 Puyallup MCS 21
6/12/10 Fort Worden NOPMS 5
7/23-25/10 Puyallup Good Guys
8/4-7/10 Phoenix IPMS Nationals
9/18/10 McMinnville OHMS
9/25/10 Lynnwood Galaxy Sci-Fan
??/??/10 Silvana 5th Annual
10/2/10 Moscow ID Bring out Good Stuff
10/9/10 Burnaby IPMS Vancouver
??/??/10 Clackamas OSSM

Thanks to Carl Kietzke.

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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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, 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, WordPerfect, or text 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 2010 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 10
May 8

April 17 (Spring Show at Renton)
June 12

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
(leave blank) FIRST M LAST
 Address: _____
 City: _____ State: _____ Zip: _____
 Signature (required by PO): _____

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

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

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

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

Check out our web page: www.ipmsusa.org

2010 IPMS Seattle Spring Show at a Glance

Saturday, April 17

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

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

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

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

Entry Fees:

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

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/2010SpringShow/registration.htm>

Please note; there will be two separate lines at registration, one for pre-filled out forms and one for forms that need 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. Any model without a registered number will not be eligible for judging or awards.

NEW FOR 2010! There will be no names on the registration forms this year. The registration number assigned to your model when you check in for the contest will also identify you.

2010 IPMS-Seattle Spring Show Seminar Schedule

We have obtained additional rooms at the Renton Community Center and will be having several seminars on modeling and modeling related subjects. These seminars will be held away from the contest room and should be both interesting and informative. Most will be held after judging starts at 12.00 PM and usually will last about an hour. Below is our list of seminars for this year.

10:30 AM "Beyond the Snap-Tite: Fundamentals of Kit Building" - Scott Kruize

11:30 AM "Fearless Rigging Basics" - Stephen Tontoni

12:30 PM "Get the most out of Ebay Selling (none software)" - Stephen Tontoni

1:00 PM "Figure Painting & Figure Conversions" - Steve Hilby

1:30 PM "Buying, Building and Finishing Armor Models (For the Beginner)" - Eric Christianson

2:00 PM "The Aircraft of Pearl Harbor" - Tracy White

2:30 PM "Creating Great Wood Grain Effects" - Mike Medrano and Terry Moore

Seminar admission is \$5.00. One admission ticket will admit you to ALL the seminars.

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

2010 Spring Show Categories

Note: * Indicates categories eligible for Out of Box award

JUNIOR:

(Ages through 17. At their discretion juniors may enter senior classes)

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

BEST JUNIOR AWARD

AIRCRAFT:

- 101. 1/73rd & smaller; all subjects *
- 102. 1/72nd single prop, turbo prop and gliders*
- 103. 1/48th single prop, turbo prop and gliders *
 - A. Axis *
 - B. Allied *
- 104. 1/72nd multi prop, turbo prop *
- 105. 1/48th multi prop, turbo prop *
- 106. 1/32nd & larger prop, turbo prop and gliders *
- 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. Airliners, civil, sport, racing, airships; all scales *
- 113. Rotary wing; *
- 114. Biplanes/Vintage Types *
 - A. 1/72nd and Smaller *
 - B. 1/71st and Larger *
- 115. Miscellaneous; scratchbuilts, vacs & conversion.

BEST AIRCRAFT AWARD

MILITARY VEHICLES & WEAPONS:

- 201. 1/35th & larger, closed top through 1945 *
 - A. Axis *
 - B. Allied *

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

207. Miscellaneous; scratchbuilts, & conversions

BEST MILITARY VEHICLE/WEAPONS AWARD

FIGURES:

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

- 301. Smaller than 54mm (excluding 1/35th)
- 302. 54mm (including 1/35th)
- 303. Larger than 54mm
- 304. Sci-fi, Fantasy Figures and Creatures, Real Space

BEST FIGURE AWARD

SHIPS:

- 401. Powered - 1/700th and smaller *
- 402. Powered -1/699th to 1/350th*
- 403. Powered - 1/349th and larger*
- 404. Unpowered, all scales*
- 405. Submarines*
 - A. 1/73rd and smaller*
 - B. 1/72nd and larger*

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. Large scale autos/trucks, all subjects, 1/19th and larger*
- 509. 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

BEST DIORAMA/ VIGNETTE AWARD

OTHER CLASSES:

- 801. Collections (Five or more related models)
- 802. Flights of Fancy/Hypotheticals (all scales)
- 803. Animals/Dinosours
- 804. Group Builds
- 805. Miscellaneous (anything not covered above)
- 806. Mentored (Built by one adult and one Junior)
- 807. Jet Build (Post WWII jet-powered aircraft, hypothetical paint & airframe mods)

NOTES

- a. Prior IPMS-Seattle First Place winning models are not eligible (except in Collections Category and Group Builds).
- 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.

Spring Show Special Awards

Best Finish/Ted Holowchuk Award, sponsored by IPMS Seattle

Best British/Commonwealth Subject, sponsored by Robert Allen, Andrew Birkbeck, and Marilyn Laird

Best Canadian Subject, sponsored by IPMS Vancouver BC

Best Submarine, sponsored by Oregon Historical Modelers's Society

Best Bare Metal Finish, sponsored by IPMS/Tacoma Green Dragon/Les Sundt Memorial Chapter

Best Small Air Forces, sponsored by Mike Millette & Mike Medrano

Best Pacific Theater, sponsored by Tracy White

Best American Subject, sponsored by Norm Filer

Best French Subject, sponsored by Djordje Nikolic and Jacob Russell

Best German Subject, sponsored by Doug Girling and Gary Webster

Best Italian Subject, sponsored by Stephen Tontoni and Will Perry

Best Fire/Life Safety, sponsored by Seaside Fire Service

Best 1/32nd Scale Aircraft, sponsored by Craftworks

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

Best Japanese Subject, sponsored by Taryn Nikolic

Powderpuff Award, sponsored by Marilyn Laird and Jill Moore

Best WWII Artillery, In memorium Dale Moes

IPMS-Seattle Contest Rules: 2010 Spring Show

I. ELIGIBILITY

1. Anyone is eligible to enter any number of models in the IPMS-Seattle show and contest. An entrant may also serve as a "proxy" to enter models for others who is not attending the show. All entries except chapter/group entries must be the sole work of the individual whose name is on the entry blank. Commercially built and/or finished models that do not require significant additional work by the modeler will be ineligible.

2. JUNIORS. Junior division categories are limited to members 17 years and younger. Junior members may, at their own discretion, enter any or all of their models in senior divisions; however models entered in senior divisions will not be eligible for special junior award.

3. Models that have won First Place, or Out-Of-The-Box awards in any category of any previous IPMS-Seattle Contest may not be entered in any subsequent IPMS-Seattle Contest. Basically, previous award winners can be used as noted in collections and group entries. Models that have won an award as part of a collection or

group entry may also be entered individually in subsequent IPMS-Seattle Contests. Models that have won individually, and then won as part of a collection, or group entry are not, however, eligible for subsequent IPMS-Seattle contests.

4. The Head Judges will exclude/remove from competition any entry considered by Contest officials to be inappropriate or offensive to generally acknowledged standards of taste and acceptability.

A. The following are prohibited in competition and may not be placed on display at any IPMS event:

- There shall be no depiction of excretory functions depicting any human being or animal.

- There shall be no depiction of sado-masochistic activity, equipment, settings or situations, to any degree, regardless of whether there are figures in the model and regardless of whether any figures present in the model are clothed.

- There shall be no depictions of explicit sexual conduct, bilateral or autoerotic, regardless of degree and regardless of the clothing-status of the participants, that involves the touching of the breasts or genitals or other erogenous zones of any depicted figure.

- There shall be no depiction of any nude human male or female figures where the genitalia of the figure is exposed where the clear intent of the same is to portray a sexual scene.

B. The following may be entered in the competition or put on display but can be presented only behind opaque screens or similar visual barriers and only where visitors are provided with a fair description, in written format, of the contents of the models behind the screen. This screened presentation covers competitors and the general public, but no person younger than 18 will be admitted except in the presence of an adult responsible for the young person, subject to the provisions of governing local law:

Depictions of any nude human male or female figure, subject to the provisions of 4A, above.

Models or dioramas of historic events (e.g., general dioramas or specific depictions of the result of the activities of the communist Cambodian Pol Pot regime, a Soviet Gulag, or a Nazi death camp) where the suffering of human beings, or the result of a pogrom, is depicted. Where the theme, content or subject matter of presentations is graphic or would violate any provisions cited above, then the presentation is prohibited in any setting.

5. Modelers entering pieces that exceed four feet in either width or length, or that require special power support or special placement, must notify the Show Chairman at least one month in advance of the Show. The limited space for the Contest requires pre-planning for such entries. Failure to provide advanced notification for such models could result in their being unable to compete or inadequate special support.

6. Exhibitors are strongly encouraged to leave their models in the display room until the awards presentation is over and the attendees have had the maximum opportunity to view them.

II. CONTEST DEFINITIONS AND JUDGING

1. **JUDGING.** Models will be judged for skill in construction, finish, realism, scope of effort, and accuracy. Additional criteria are considered for special categories such as dioramas, collections, conversions. Models are judged as three-dimensional objects and are examined in all aspects. Entries may be handled, by judges both for proper table placement and for judging, as required. Models in the Contest Room may be covered by cases while on general public display, but such cases must be removed from models for judging. Judges will not remove cases from models. Models in cases will not be judged. The following is an exception to this rule. In instances where removal of a case could cause damage, and in the judgment of the respective Head Judge the case would not

impede effective judging, the case may be left on for judging. This arrangement must be made prior to judging and noted in writing on the entry form by the Head Judge. The Head Judge will have the final and exclusive authority to allow or deny this exemption.

2. **COMPOSITION.** The use of plastic is encouraged; however, the use of other modeling materials is allowed as the builder sees fit. Judging standards of finish, attention to detail, and authenticity will be the same, regardless of the materials used.

3. **SCRATCH BUILT** models may incorporate parts from other kits, but these should be generally unrelated to their original identity, except for minor parts such as wheels, guns, etc. Models determined to be scratch built must be entered in the proper scratch built category.

4. **CONVERSION** category entries must represent a version different from that provided by the basic kit. The conversion must contain significant structural modifications to the basic kit involving extensive changes in contour or configuration. In addition to the normal judging criteria common to the entire contest, judges of the Conversion Category will give special consideration to the complexity of the conversion. A conversion accomplished with primarily commercial aftermarket parts will be at a disadvantage, therefore, against a conversion accomplished primarily by the builder's craftsmanship - assuming both are finished to similar standards. Simple conversions may be entered in regular categories. More extensive conversions, however, must be entered in the appropriate conversion category. The builder must detail the conversion changes made to the base kit on the entry sheet or accompanying documentation. Judges have the ultimate authority to determine a model's category placement, and such decisions by judges will be final.

5. **FIGURES.** Class entries will not be classified as dioramas by the inclusion of accessories supplied in the figure kit.

6. **MARKINGS.** In aircraft and military vehicle Classes, markings will determine the category in which a model is entered. For example a C-47 in military markings would normally be placed in the Large Prop category, but if in airliner markings it would be placed in an Airliner category. A Shuttle, either by itself or attached with fuel tank and booster, goes in Real Spacecraft, while a Shuttle on the back of a NASA Boeing 747 goes in civil Aircraft.

7. **MISSILES.** When the missile's transport vehicle or launcher is the predominant portion of the system (e.g., SCUD, Patriot), the model will be entered in the appropriate Armor category. Military launch vehicles (e.g., V-2, ICBM, IRBM), civilian launch vehicles (e.g., Scout, Saturn), and military launch vehicles modified for civil missions (e.g., Atlas/Agena, Jupiter C) will be entered in the Real Spacecraft category.

8. **JETS.** Jet Aircraft categories include manned, rocket-powered aircraft such as the Me 163, X-1, X-15, X-24, etc.

9. **BASES/DIORAMAS.** Bases will be allowed in all categories and will not be considered in the judging except in the Diorama classes. A base may be a piece of undecorated wood, plastic or glass or it may simulate the natural surface on which the prototype would be found; however, nothing other than that surface may be used. Aircraft and military vehicles may rest on simulated ground or paving, and aircraft that need beaching gear or dollies may be so equipped. Ships may be displayed in water (no drydocks). The base must not be the predominant feature of the entry and must be of a size proportionate to the model. The Contest Chairman and Judges reserve the right to exclude oversize bases. The model may include primary crew figures. The addition of any other figures or equipment outside or not attached to, the model (e.g., support equipment, shell splashes, or buildings) will make the model a Diorama, which must then be entered in the proper Diorama category. Dioramas are judged not only on the technical merit of their construction but also on the strength of the theme or story they present, so that if two dioramas

were technically equal the one having the stronger theme or story would win. A previous IPMS-Seattle contest winner may be used as part of a diorama as long as it not the primary focus of the diorama.

10. **JUDGES.** Judges may not judge a category in which they are entered. Judging teams will be composed of multiple judges, preferably representing different regions. Strict impartiality will be observed, and violators will be removed from judges' lists for future IPMS-Seattle Contests. Any judges disqualified for cause may not assume any role related to the contest at future IPMS-Seattle Contests and may not be present in the room during the judging for any reason. This will include, but not be limited to, administrative, scoring, photographic and other support responsibilities. Judges will be provided with a special ribbon or other device to allow their easy identification during the Show. Specially designated judging teams will monitor the contest room prior to judging to ensure models are in the proper categories for judging. They will also move models to accomplish the "splits" required in the larger categories.

11. **ALL JUDGES' DECISIONS ARE FINAL.** Contest registrars will help determine proper entry categories for models during registration, but final category placement is at the discretion of contest judges. Judges may split categories during final judging.

12. No liability for loss or damage to contest entries is assumed by IPMS-Seattle, or the contest judges.

13. The Head Judges may waive any rule if circumstances warrant.

III. SPECIAL CATEGORIES

1. **OUT OF THE BOX (OOB).** The IPMS/USA Contest will include separate categories in selected Classes for OOB entries. An exception to this rule is the Junior Class, where OOB awards will be selected from among the entries in the standard categories. Juniors must indicate on their

entry form if they are entering their model as OOB.

A. Models that meet the OOB criteria (outlined below) may be entered into the OOB categories, but they are not required to be there. Modelers may, therefore, choose to place their model in a standard category, where it will be judged against the other entries with no reference to it being OOB. It will not, in that case, be considered for an OOB award.

B. The general OOB approach is to build what came in the kit. In some cases, however, this may result in an incomplete or inaccurate model. For this reason, the OOB requirements allow for some exemptions beyond what was strictly in the box. These include but are not limited to, for example, the addition of rigging wires, seatbelts and antennas on aircraft, antennas and closed sponsons for military vehicles, and rigging and deck railings on ships. Exemptions vary from Class to Class, but allow for commonly accepted construction techniques and standards while still maintaining the general OOB approach.

C. All possible exemptions cannot be pre-defined, so modelers who are unsure of whether their work falls under these representative exemptions are strongly encouraged to check prior to the judging with the respective Head Judge to avoid being disqualified in the OOB categories. In complex cases, the Head Judge will initial the entry sheet to inform the judges of his decision and prevent subsequent errors or reinterpretations.

2. **OUT-OF-THE-BOX** entries will be governed by the following rules:

A. **KITS.** Any commercially available kit may be used. Any parts provided in the kit may be used, regardless of their material (i.e., brass, resin, plastic, etc.). Generally, only parts that are included with the kit and found in the bag or box may be used. As provided above, exemptions may be allowed but must be approved by the respective Head Judges in advance of the judging.

B. **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.

C. **CONSTRUCTION.** The modeler may fill seams and gaps; sand off rivets; drill out gun ports, exhaust pipes, or other appropriate openings; thin to scale such parts as trailing edges, flaps, and doors; re-scribe panel lines lost in construction; and add rigging and antennas.

D. **IT IS NOT PERMITTED TO:** vacuform, manufacture, or replace any part, or substitute parts from another kit; cut or separate canopies, surfaces, hatches, doors, etc. (no major surgery); combine a standard kit with a conversion kit; add anything other than specified on the instruction sheet except as shown in Section C above or specifically exempted by the respective Head Judges.

E. **INSTRUCTION SHEETS.** Modelers must attach at least the first page of the kit instruction sheet to the entry form and have the rest of the instruction sheet accessible to the judges for review during judging. Models entered without an attached kit instruction sheet will not be considered for an Out-of-the-Box award.

3. **HYPOTHETICAL (Categories 802).** In general, models that do not represent a factual, physical prototype will be entered in one of these hypothetical categories. Each Class has its own definition of hypothetical, dependent upon the tradition and practice within that Class. Head Judges will determine whether models will be judged within the regular Class categories or moved to one of the Hypothetical categories. Entrants may choose to enter their model in either the overall Hypothetical categories (802), or in the regular categories in their Class (armor, aircraft, etc.). Final placement, however, will be determined by the Head Judges.

continued on page 16

The Pogo Experiment, Part 2

by Terry Moore

While researching my article on the use of the Convair XFY-1 in Vietnam (See "The Pogo Experiment", *Seattle Chapter News*, April 2009) I found documents relating to a little-known series of tests conducted a few years before the Pogo was sent to Southeast Asia. Apparently, tests were conducted under the auspices of NACA, shortly before it became part of NASA, regarding the use of an automatic landing radar, which would have solved the major issue of the Pogo, the ability to land without great difficulty. A small electronics company, Aprilful Electronics of East Overshoes Indiana, had designed a small radar system, that tied into the controls of an aircraft such as the Pogo, would allow pinpoint landings in any location without the need of pilot inputs, a very difficult situation with the Pogo as the pilot, lying on his back, had to look over his shoulder to attempt a landing.



The Pogo was removed from storage, the U.S. Navy markings were removed and NACA markings were applied. The radar was attached to the wing via a strut and tests were conducted at Naval Auxiliary Air Station Brown Field, California using the large outdoor tether rig that was originally built for the early testing of the Pogo. Although the radar setup was successfully bench tested, in actual use it was deemed a failure. The primary issue was that as the Pogo came closer to the ground, the exhaust interfered with the radar, giving inaccurate readings which could put the Pogo out of control, beyond the capabilities of the pilot to recover in time. The test program was concluded, the Pogo was repainted in its original markings and put into storage until its use in Vietnam. It would be many years before a landing radar would be perfected.

Like my Vietnam Pogo model I used the Lindberg kit, however this time I used an original issue kit, one that was molded about the time I started building models (!). The plastic was silver, a lot harder plastic and somewhat more brittle than the current reissue. I built the kit out of the box, save for a cockpit that came from the Hobbycraft F-94, which had donated part of the cockpit for my previous Pogo build. The Aprilful radar was modified from an F-94 tip tank and bits of sheet styrene. The mount for the tether rig was aluminum and



brass tube I was able to scrounge from the darkest corners of my bench.

I primed the model with Floquil CSX gloss black, then applied a layer of Alclad Chrome where the fuselage national insignia was located. I then applied the kit decals to the fuselage, carefully trimming the national insignia and NAVY. The amazing thing was that they actually worked. It took a while to soak them off the paper but they went down quite well.

As soon as I applied the decals I shot Alclad aluminum over the insignia and before the decals had a chance to set, I pulled them off, revealing a bright shiny spot where they used to be. I was very pleased with the effect. I then shot the rest of the model with various shades of Alclad, using Post it notes as a mask. I

finished off the painting with Modelmaster black for the underside of the wings and Tamiya white for the top of the wings. The NACA stripe came from my box o' decals as did the other random markings.



***The Fall of Hitler's Fortress City – the Battle for Königsberg, 1945*, by Isabel Denny**

reviewed by Eric Christianson

In the same vein as other recent books published concerning the conflict on the Eastern Front, such as *Endgame 1945* (Stafford, 2007), and *Armageddon – the Battle for Germany 1944-1945* (Hastings, 2004), *The Fall of Hitler's Fortress City – the Battle for Königsberg, 1945* (Isabel Denny, 2007) pulls from information just recently made available. As such, *Fortress City* makes compelling reading indeed for those of us weaned on books like *The Last Battle* by Cornelius Ryan.

Following World War One, a Polish land-corridor to the Baltic Sea was established, effectively splitting Germany into two parts. Historically, East Prussia was home to Germany's proud Teutonic elite, with Königsberg as its crown jewel. Reunited with the rest of Germany following Hitler's push through Poland in 1939, East Prussia remained, apart from several visits from Bomber Command, relatively untouched throughout most of the war.

In October 1944, this all changed. Reeling from the horrific treatment under the pogrom instituted during Germany's brief occupation of Eastern Europe, the advancing Soviets were keen for revenge and retribution. So much so that barbaric treatment of the German civilian population became part of Soviet doctrine, even if unofficial. It was time for repayment. And East Prussia was the first German soil visited by the Soviets.

Fortress City is at times a difficult book to read. Readers of wartime non-fiction are accustomed to vivid depiction of wartime atrocity; and this book pulls few punches

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Trumpeter 1/35th Scale German Geschützwagen

by Eric Christianson

History

As far back as World War One, Germany employed armored trains to protect rail shipments of war materiel across enemy-held territory. Many times these trains contained cars that were nothing more than crude combinations of open stock cars and/or armored tank turrets fixed to flatcars. Near the end of World War Two these trains began to contain more sophisticated, purpose-built cars that boasted impressive armor and an array of anti-tank and anti-aircraft weapons. The German Geschützwagen was such a car, heavily armored, fitted with numerous light-weapon gun slits and an armored turret mounting a 10cm l.e.F.H. 14/19(p) field artillery gun.

The Kit

Trumpeter's 1/35th Geschützwagen comes in a large, sturdy box containing 11 separately bagged trees of light-gray plastic parts and a separate compartment

for the single-piece upper section of the rolling stock. The parts are crisp and flash-free, and effort has been made to restrict ejector pin marks to areas that are not visible from the outside. The plastic is soft and sands easily.

Also included is a decent set of decals and white stencils for a single version of the car and a small sheet of photo-etch. The 11-page instruction booklet is well illustrated and easy to follow. A separate glossy color Painting and Marking Guide is included and provides a late-war standard color scheme of Dark Yellow base under Red-Brown and Dark Green camouflage, as shown on the box-top.

There are a number of parts (40) that are not used in the build, yet none could be described as 'significant' - pointing to future or alternate versions of the train car. Most of these are not duplicate pieces on common sprues; they are just odd, small



parts. A summary diagram is included with the directions, yet there are no parts marked as unused - unusual for Trumpeter.

There is no interior provided, but there is a lot of wide-open space to scratch-build one - the car is basically a hollow show-box! Each side of the car contains two sets of double doors which could be assembled in the open position to expose the interior if desired.

Interestingly, there is considerable effort put into the railroad roadbed, railroad ties, track and base, which is manufactured in such a way as to be able to be added to other tracks for possible additional rolling stock released in the future - a real potential for diorama enthusiasts. (The car can already be mated with Trumpeter's excellent 1/35th BR86 Armored Steam Locomotive.) The wood-texture of the 26 ties is beautiful, and comes wrapped in a separate sheet of soft-foam packaging material.

The ties themselves are ingeniously molded and connected in such a way that they are removed from the sprue and attached as a single piece. This aids considerably during assembly and painting - everything lines up tidy. The rails themselves are so delicately molded that they slide effortlessly into the tiny brackets molded into each tie along the entire length of the roadbed. The ejector pin marks run along the inside of each rail - out of view. Nice!



One downside of the kit, at least with my box, is that there was a considerable amount of mold-release agent that was pretty stubborn in coming off, even with 409 and soap. I ended up using a tire-clean spray-foam product which seemed to do the trick. Consequently, I had to airbrush the base unit several times, but at least I knew what I needed to do when it came time to clean the rest of the model prior to painting. After assembly, I submerged the entire model in a tub of foam, rinsed it with warm water and the paint adhered to the plastic just fine.

close. With more time I would have sanded and filled the seams on the base, but I felt they looked okay after painting them black. The seams on the roadbed itself disappeared after painting and weathering.

The four wheel trucks went together without a problem. There isn't much detail provided here, but 99% of it is out of sight anyway.

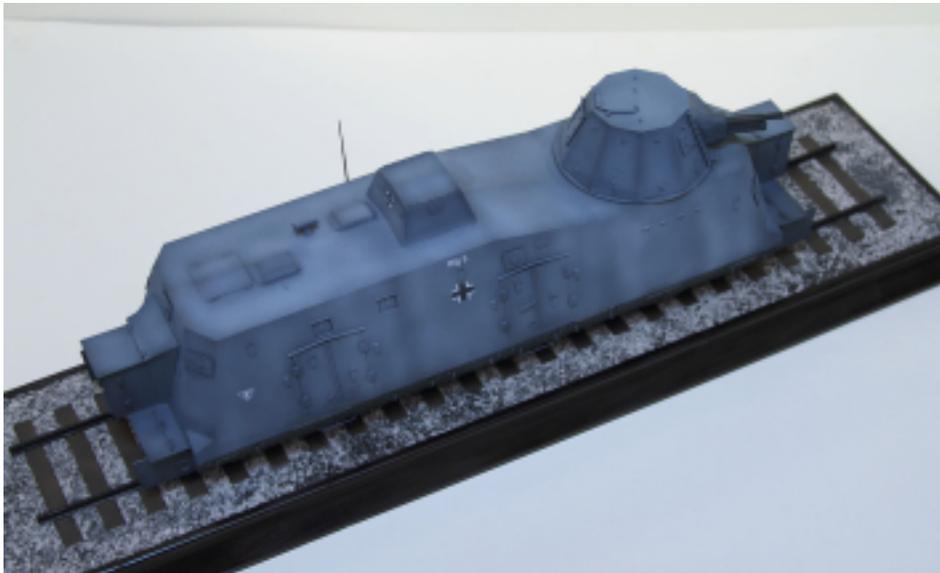
In Step 4 you will need to finish drilling out the holes in the lower section of the car in order for the twenty-four handles (D19) to seat correctly. The holes are there, they

after the doors are in place. I recommend that you glue each pair of doors together on your workbench before attaching the assemblies to the upper portion of the car. I tried setting an assembly in the doorway where it was supposed to go, taping it from behind and then applying liquid glue to attach it. But when I went to attach the hinges, it popped off into the interior of the car. The only way I could insure that the doors stayed where they were supposed to was to glue a piece of plastic styrene across the opening for each set of doors, and then glue the doors to the styrene. It isn't pretty (from the interior) but it works. I feel this could have been designed better.

Also, if you follow the instructions and drill holes for the handles in parts D1 and D2 you will have to scratch-build two handles - you are only provided with enough handles for two doors, not four. The hinges are molded to have a 'wide' side and a 'narrow' side - they can easily be installed upside down. Easily I say! A little pre-fitting will help to insure the actual hinge falls along the edge of the door and the superstructure correctly.

In Step 7, the keyword is patience. Go slowly here - the 10-sided cupola is built up using a base containing five sides, with five additional sides attached to fill the gaps. The final assembly needs to be relatively strong because there are many items that need to be attached to it. A little filling and sanding cleaned up the rough edges left behind. The main 10cm armament is attached via a single three-sided slot - a very weak arrangement as the gun (in my kit) kept slipping out of the slot as soon as I set it in. I decided to guess at which elevation would look the best and used a whole lot of Testors (black bottle) liquid glue to secure it to the base. I did not want that gun coming loose and rattling around after I glued the cupola to the base.

In Step 8, the main assembly of the 10cm cannon is, unfortunately, constructed of two halves which creates a stubborn seam line that will need to be filled before



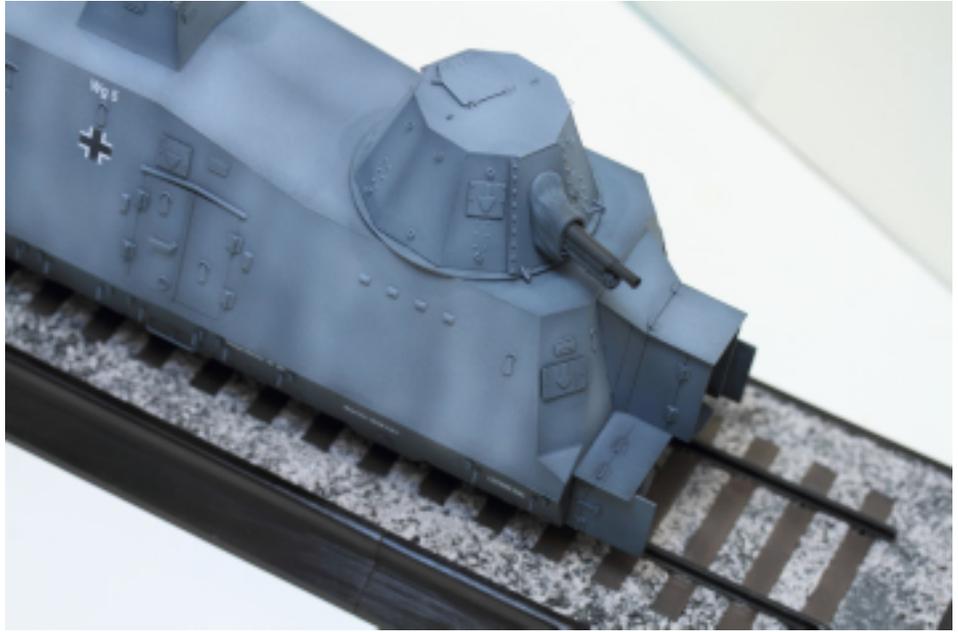
The Build

I started with the road bed. This is a multi-step (yet separate) process so I kept coming back to it as I built up the rest of the kit. Trumpeter gives you an option to add this track to another set of track so the first thing I had to do was to remove a section of one of the end pieces so the base would be the right length for just this kit. There are deep scribed marks on the inside of each side for doing this and after 20 seconds with my razor saw I was done. The rest of the base is snapped together and then glued. These parts are very large and I found I had to glue and clamp each section individually to minimize the seams - which are significant when viewed up

just aren't drilled out enough to fit the handles. The small handles seem a little fiddly at first but they attach with a firm and satisfying 'crunch'. Make sure to align the handles carefully. The holes for the larger (D20) handles are correct. Curiously, there are holes for four large handles per side, but only parts provided for two on each side, and the instructions call out for only two per side. If the artist's rendering on the box art can be taken at face value, the empty holes for these last two handles per side remain unfilled on the real vehicle.

In Step 6, the twelve doors do not have any locator pins or other mechanism to insure they line up and fit (and stay!) in the doorways - the hinges are glued on

attaching the (hollowed out) end nub. The photo-etched bracket that slides onto the main gun assembly has a very tight fit. I had to remove the bottom molded-on bolt from the gun assembly in order to slide the bracket on. I then had no problem fitting the bracket over and on to the four remaining bolts. The entire bracket is missing from the all of the box art and the color three-view decal/painting documentation. Even the shroud is missing in all the artwork save the main box top image. I decided that I wanted both the shroud and the bracket on my train car, so I found I had to whittle a little plastic away from the inside of the shroud to make it fit around the photo-etch bracket and still mate with the gun housing - unnerving with the knowledge of how precariously the cannon is attached to the base!



I decided to assemble and attach both bumper panel assemblies on the lower car base before attempting to mate the upper and lower halves of the train car. I did this to give the two halves more surface area to use for gluing. After the panels were dry I put the whole base on a lazy susan so I could apply liquid cement around the entire car without handling it too much. Only after this was all dry did I assemble and attach the two three-sided covers from Step 9.

In Step 9, the instructions have parts D14 and D15 reversed. Ignore the part number call-outs and use the image instead. The location of how the small tabs on parts D14, D15 are supposed to line up with part D9, and how all three are supposed to fit to the bumper plates is ambiguous. I decided to glue Parts G1, G2, and G3 from Step 10 together, and once dry, glue Part D9 to the bottom of that assembly, and then glue that to the end of each side of the train car. Only after all those parts were in place could I correctly attach parts D14 and D15. This could also have been designed better.

Painting and Finish

The base and road bed: I airbrushed the railroad ties using Model Master Enamel

Burnt Umber. The ties are linked together so they were easy to paint as one piece. I then painted the base using Gunze Mr. Color Black, a lacquer, which produced the satin finish I was looking for. I painted the rails a base coat of Tamiya NATO Black and then highlighted them with some Rub&Buff Silver to bring out the worn areas. Once the base was dry, I masked off the edges to leave just the road bed exposed. I painted the road bed Tamiya NATO Black. Once that was dry, I used a spray bottle to wet the surface with a mixture of white glue, diluted dishwashing soap and warm water. I then sprinkled on a coat of ash from my fireplace and let it dry. A quick brush off and blast from some compressed air and the base was complete.

Then I slipped the ties up into the base from below so that just the wooden upper surfaces were exposed when viewed from above - very handy. Finally I slid the rails through ties and attached the four rail connectors provided. With more time I would have added several other colors for highlighting and grime, followed by a dusting of various Mig powders.

The rolling stock: I usually assemble armor kits completely before painting, leaving only the machine guns and antennae off

until the end. Even though the Geschützwagen appears to be one big box, it has many protruding edges and handles, etc., so in order to wash the completed model I placed it in a small plastic tub and covered it with a heavy layer of 'No Touch Tire Care' product used for cleaning car tires. Once the foam had completely dissolved I thoroughly rinsed the car with warm water and set it aside to dry for a couple days. Next I gave the whole model a coat of Tamiya NATO Black, thinned 60/40 with Gunze Self Leveling Thinner, for use as a base coat. I like using this as a base coat for armor because it gives me the color of Floquil Grimy Black but is less fussy and feels a little more 'grimy and grainy' to me.

I was in a quandary regarding the camouflage of the main car itself. The instructions would have me paint the car using late war colors (Panzer Yellow, red-brown and dark green). I wondered, however, what the likelihood was that whole trains were actually camouflaged in such a manner. Doing a little research I found that these trains were sometimes camouflaged, sometimes left in plain Panzer yellow, sometimes left as bare metal with some sort of primer on it. There were also pictures of whitewashed trains used during winter

campaigns. When I think of trains, especially late-war trains, I think gray and dirty, so that's the scheme I decided to use on my Geschützwagen.

After the Tamiya acrylic dried, I applied a coat of Model Master Intermediate Blue Enamel following the vertical pattern that would be created over time by rain on steel. I worked up the paint until I felt just enough black was showing through along the seams and lower areas.

I followed this with a number of light passes using a variety of nearly transparent grays, light to very light, that were used to lighten up the blue to produce the worn color I was looking for.

Decals: The decals supplied with the kit were thin and in-register. There are 10 markings altogether, three Balkan crosses and seven white stencils. Even though the decals are thin they are STRONG, which is a good thing because the glue is also strong - make sure you get the decals pretty well were they need to go the first time because they are difficult to move once they are down. If you follow the instructions, there is no room for several of the stencils due to the location of door hinges that are not on the decal go-by - I applied



them elsewhere. I coated the areas to receive decals with Future floor polish before and after applying the decals. I used the Microscale system (Micro Sol and Micro Set) without any problems.

The build took me about seven hours to complete, split down the middle between assembly and finish.

Conclusion

This was an unusual project, no doubt. I grew up with an HO-scale train set, so the train-guy in me provided the motivation to do a full-build article rather than just an in-the-box write up. When I attend model shows I always like the big, bold dioramas in 1/35th scale encompassing many kits and figures, and trains fit into such a scenario like a hand in a glove. I applaud Trumpeter for coming out with this kit and I hope to see some similar releases in the future.

I felt that the problems encountered when attaching the doors and other parts such as the walkway housings were minor annoyances and were more than offset by the brilliant design of the roadbed and track. Overall, this kit went together quickly and provided me with an opportunity to knock out something simple and enjoyable.

I would recommend this kit. It builds into a very nice and unique representation. I'd like to thank Stevens International for providing the review sample.



Zvezda 1/144th Scale Boeing 787-8 Dreamliner

by Fred A. Amos, IPMS #6672

The Boeing 787-8 Dreamliner is the latest in a long line of Boeing airliners. After many delays the first flight took place on December 15, 2009 and lasted a little over three hours. The 787-8 Dreamliner is a mid-sized, wide-body, twin-engine jet airliner with a maximum seating in a one-class configuration of 290 to 330 passengers. Boeing states that it will be more fuel-efficient than earlier Boeing airliners and will be the first major airliner to use composite materials for most of its construction.

On opening the box you will find 76 pieces on three sprues, two in gray styrene and one clear. The decals are limited to the wavy white cheat line, the door outlines and all of the white logos of the prototype aircraft as seen on the day of its first flight. The decals are in good registry but the clear areas, such as inside the door outline, seem to have a slight yellow tint. Also the 787 logo for the vertical rudder should have been a light shade of blue such as RLM 65.

Building the model was quick and easy with no major surprises or disappointments. I received the model in the mail on Wednesday and had it built, ready to paint, by Saturday. One of the nicer features of this kit is the engines. The front face of the intake nacelles is one piece so you don't have a big ugly seam to fill and clean up. The front compressor blades are a two-piece affair. One of the blades was broken off of each of the front section and I found it easier to put the two parts together and then slip the broken blade back where it belongs.

Painting started with the wings, stabilizers and engine pylons in Boeing gray. That was masked off, leaving the leading edges exposed and painted with Alclad White Aluminum. The fronts of the nacelles were painted the same color at this time. I painted the front blades and the exhaust



cones with Model Master Metalizer Titanium at this time as well.

After the wing leading edges were masked, I painted the area of the fuselage where the white cheat line would be with Humbrol 22 Gloss White. Then I cut long tapered strips of Tamiya tape and laid them in the approximate area on the side of the fuselage using pictures of the prototype I had saved from <http://www.airliners.net/> as reference. Airliners.net is great source for pictures of airliners with literally thousands of available images.

After the sides were masked, I painted the dark blue area with Humbrol 15 and then masked the appropriate area on the bottom. A close look at the photos shows that there some dark blue areas above the cheat line so I attempted to create that by masking the dark blue. Unfortunately that didn't turn out too well. Then the top of the fuselage was painted with Humbrol 22 Gloss White.

Unfortunately I didn't have a Humbrol light blue color so I used ModelMaster #2032 Bright Blue. I thinned it down and carefully sprayed from the white area to

the masked area to get the light blue shading on the sides. Again, this was not successful. At this point I wished that Zvezda had provided the light blue as a decal.

After the masking was removed the decals were put in place. The decals are very thin and a few tried to fold up on themselves but I managed to save them. The slight yellow tint I mentioned earlier didn't show up as I thought it would. After the decals were dry I finished putting the smaller details, landing gear, doors and engines, in place.

In the end the finished model doesn't look half bad. Building the model was fun, quick and easy but the painting was a pain. I can easily recommend this kit to all experienced modelers but maybe the less experienced should wait till some aftermarket decals come out.

Thanks to Dragon Models USA for providing the kit to the IPMS Reviewer Corps.

MSRP: \$33.95

Website: <http://www.dragonmodelsusa.com/>

Hitler's Fortress City

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along those lines. The use of indented format to distinguish first-hand accounts from the background analysis steels the reader for each grisly scene – much like in the '70s movie *The Exorcist*, when the flicker of the stairway lights readies the audience for yet another chilling session in Linda Blair's bedroom – time to hide your eyes.

In addition to the many anecdotes and first-hand accounts, Isabel Denny provides a very well-written and readable synopsis of 20th-century Konigsberg wartime history. A story about a city's secluded inhabitants caught up in a reckoning that was never foreseen yet should have been obvious to all.

Included is a detailed chronology that spans the years of 1255 through 2005, a list of place names and their native translation, two maps and thirty black and white photographs. It is these photographs that initially grab the potential reader and military modeler. Many of the images accurately depict the German and Russian armor employed during the hopeless battle for the city. One image in particular shows a desperate field modification of what looks like a Jagdpanzer IV/70(V) suspension that would make a great modeling project.

Isabel Denny's *Fortress City* is a compelling read for those interested in late-war history, and serves to remind the reader that total war is something to be avoided. My thanks to Casemate Publishing for the review copy.

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Binding: Softcover
Pages: 256

Tamiya 1/20th Scale F1 Ferrari F60

by Dick Montgomery, IPMS #14003

Upon opening the box you will find nine baggies containing 182 parts, one tree of P.E. parts, a couple of small sheets of decals, a 10 page instruction booklet, and a decal placement flyer. Parts are molded in three colors; black, red, and chrome. The chrome parts have an aluminum tint to them, making them much more realistic and appealing to the eye than the typical "chrome" parts found in most car models.

Before beginning this project it is important to study the instructions and illustrations, and become familiar with the part number and paint color codes. Having given that admonition, once these codes and the associated symbols become familiar to the builder the instructions become very clear and easy to follow. The illustrations are well drawn and precise, with a sense of perspective that aids the builder in part location and placement.

Decals are provided for the #3 car and the #4 car. The decals are slow to slide off the backing material so be prepared for a wait of a minute or two before they are ready to be transferred to the model. I found that a dip in the water, followed by about 60 to 90 seconds of saturation time, was just about right. The markings are strong enough to allow for some nudging to assure correct placement and the carrier film simply disappears once the decal is in place. In short, the decals are excellent, and present no difficulty to an average builder. There are, however, a large number of very small decals, and patience plus a steady hand will be required.

Pay attention to the instructions. The instructions contain illustrations that guide the modeler through some complex construction steps and it is wise to study the illustrations carefully, test fit the parts, and then move forward. The manner in which the kit is molded, and the evident high quality of engineering is one of the

reasons Tamiya is considered a leader in the area of automotive modeling. This high standard of quality can be seen in the superb fit of the parts that make up this kit. In some cases the pieces literally snap into place with no glue required. Mold release marks are either very small, or engineered to be placed in a location that will not be visible on the completed model.

It is advisable to build the model in the sequence suggested in the instructions, and to that end it is also advisable to paint the parts after the parts have been removed from the sprue and cleaned up.

You will find that the wheels are meant to rotate on their axles and also the front wheels can be set with a steering angle, not just "straight ahead". The issue this creates is that these "features" come with a price. The suspension is a bit tricky to assemble and it isn't all that strong, which will be noticed when its time to press-fit the wheels onto the various arms and locating pins that make up the suspension. When assembling the front wheels, note that the "axle" pins (parts C39) have small wedges molded on the end of the pin. Each wedge fits into a slot on part C22 and C23. It is important to note the position in which the pins must be inserted so that the wedge is horizontal and will fit in the slot in parts C22 and C23.

The kit provides a choice of materials for the restraint straps. The decal sheet offers a single decal which can be applied (# 19), or one can "build" the harness assembly using photo-etched buckles and paper straps.

Not too far into this project it will become clear that the four beautiful chrome rims provided in the kit will be covered and not visible on the finished model. This speaks volumes about the care and quality with which Tamiya designed this model. Even though the parts would not be visible, Tamiya provided these four gorgeous rims anyway. Tamiya has also provided a set of decals (just like the prototype F60 being modeled) that are applied to the plates that cover the rims, thus giving the viewer the illusion of looking at the rims.

Cons: Assembly can be challenging for the beginner. Decals for the rubber tires are delicate and great caution must be used when moving them into their final location. Some parts are very small and caution must be exercised when preparing them for assembly. The finished model is fragile.

Pros: The quality of the molding and the “fit” are exceptional. The illustrations within the instructions are clear and precisely drawn, and with careful examination, will aid the modeler in the successful completion of this project. The decals are of a high quality and when applied, are relatively opaque and block out the color of the car body.

This model proved to be a very challenging project. While the engineering and design of the model results in an excellent fit and, ultimately, a beautiful model, this model can rapidly become a frustrating and difficult project for the less experienced builder. Therefore, it is recommending for the more experienced modeler, or the novice modeler who wishes to “push the envelope”. I would like to thank Tamiya USA for providing the review sample and IPMS/USA for allowing me to review it.

Contest Rules

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4. **COLLECTIONS (Category 801).** A collection is any group of five or more closely related items. Past IPMS-Seattle Contest winning models may be included as part of a collection, if they comprise no more than 40 percent of the collection. The entire collection must be the work of one person. The closeness of the relationship within the collection is a significant factor in judging. For example, a collection based on variants of a single airframe is a tighter relationship than one of different aircraft operated by a unit. Models comprising a winning collection may subsequently be entered as individual entries if they were not, themselves, previous winners.

5. **IPMS CHAPTER/GROUP ENTRY (Category 804).** The Chapter/Group entry shall be the only exception to the rule calling for the work to be done by a single individual. The intent is to provide a forum for displaying a project that is too extensive or complex for a single individual to complete in a reasonable time. It is also intended to provide a vehicle for an IPMS chapter or a group of IPMS members to

exhibit a project that may have been prepared for an event or display other than the IPMS-Seattle Spring Show. Subject matter, time frame, scale, location, etc. are open. Models comprising a winning chapter/group entry may subsequently be entered individually if they were not, themselves, previous winners.

6. **“Display Only.”** This is open to any model by any registered entrant, regardless of its having won or not at a previous convention. No awards will be given in this class, nor will it be judged. It will serve to exhibit the full range of work accomplished by modelers.

IV. AWARDS

1. First, second, and third place awards will be given in each category. Those categories specifically noted in the category listing will also include a Best Out-of-the-Box Award. This award will be in addition to the standard first-, Second-, and Third-place awards.

2. Additional theme awards (“Specials”) may be presented at the discretion of IPMS-Seattle. The Special Awards list is on page 5 of this issue.

Meeting Reminder

April 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.

