

Seattle Chapter News



Seattle Chapter IPMS/USA
January 2014

PREZNOTES



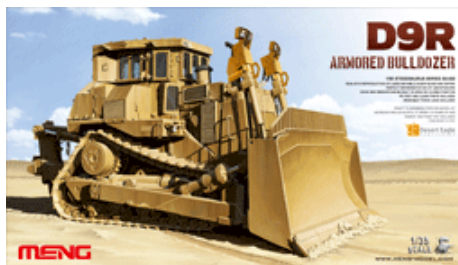
Wishing all the members of IPMS Seattle a very happy New Year 2014! Enjoy 365 days of happiness, 52 weeks of good health, and 12 months of fun working on your modeling projects. Try to inject a little kindness into other peoples' lives as you roam about in 2014. Come up with a goal or two, draw up a sound plan to achieve your goals, and then have at it with abandon!

Above: The December IPMS Seattle meeting. Photo by Djordje Nikolic.

See you all at the January Chapter meeting,

Cheers,

Andrew



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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <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. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 2013/2014 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.

January 11
March 8

February 8
April 5

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____

(leave blank) Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

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

☐ Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)

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

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Check out our web page: www.ipmsusa.org

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World War I Models Wanted

by Don Conrard

In August 2014 the world will mark the 100th anniversary of the outbreak of the First World War. To commemorate the event, NorthWest Scale Modelers is organizing a special display of World War 1 models for its annual show at the Museum of Flight. The show is slated for the weekend of Feb. 8 and 9.

Great War subjects in all scales are welcome. This includes aircraft, dioramas, figures, ships, tanks, and vehicles.

This is a show, not a contest, and a great opportunity for you to exhibit your collection of Great War models.

Please contact Don Conrard at **photoboy335@hotmail.com** or at the January NorthWest Scale Modelers or IPMS meetings if you would like to participate in the special World War I exhibit. Please include a list of Great War models you plan to bring to the show.



Left: Albatros.

Below: Autochrome process color transparency from 1917 of a factory-fresh Nieuport 17.



Meng Models 1/35th Scale Caterpillar D9R Armored Bulldozer

by Andrew Birkbeck

Ever since I was a young lad, and would pass construction and road works sites while out driving or walking with my Father, I have loved bulldozers. Big, yellow and Caterpillar! Yet whenever I went to try and build a model of one, I always struck out. The only kit I could ever find of a Caterpillar product in injection plastic was a 1/25th scale kit, which was either too expensive for me as a young hobbyist, or the wrong scale once I got a job but moved on to focus on modeling military subjects in 1/35th scale. This year, however, Meng Models from China, a relatively new player in the model kit industry, has hit the ground running and provided the 1/35th scale military modeler with an amazingly detailed injection model of the mighty Caterpillar D9R armored bulldozer. Read on!



What's In the Box:

- 17 Sprues worth of parts in tan injection molded plastic
- 5 Sprues worth of parts in a dark gray/blackish plastic
- 2 Sprues in clear plastic (one tinted blue, one untinted)
- A length of rubberized "hose"
- 1 fret of photo-etched brass parts
- 1 sheet of decals
- 1 A4 sized instruction booklet, 20 pages
- 1 glossy color sheet covering painting and markings

The first thing to note about this kit for anyone familiar with Meng's previous kits is that they have dispensed with the green plastic which feels very oily (excessive mold release?). This kit's main sprues are in tan (and minus the oily feel), which for me is a huge plus. The detail on the parts is much easier to see in tan, if nothing else. All the parts themselves are extremely well molded, loaded down with great detail, and with one exception free of sink marks or flash. There are a number of prominent ejector marks, which initially had me very worried that this was going to be "putty central", but as I went forward with the build, I realized Meng had placed these ejector marks where they would not be seen once the kit was fully built. So kudos to Meng for this!

While loaded down with detailed parts, this kit is very straight forward to build. The parts engineering is very good, and I had no issues during any of the construction sequences. Portraying a massive bulldozer as it does, the kit is also lacking in teeny tiny parts, which as my eyesight starts to cause me issues, is a great PLUS in a kit as far as I am concerned! The kit also has "working" features, or at least "positionable" ones, to wit the front dozer blade, and the rear ripper assembly. Make sure you carefully study the instruction sequences, and avoid getting glue where you shouldn't, so that you get these two major units in the position you want them in.

The driver cab area of the kit is very well detailed (Assembly Sequences 7 through 18). Examining the instructions carefully, I soon figured out that the cab would need to be built as a series of subassemblies, then painted, before final assembly of the various smaller "units", as once the roof is attached, the modeler won't be able to access the cab interior. The various windows and doors were assembled and painted MINUS the clear parts. I then painted the exterior of the cab unit; weathered it, all prior to installing the clear windows, which need for the most part to be installed from the inside of the cab. Once all this was successfully done, I attached the pre-painted and pre-weathered cab roof.

Assembly Sequences 24 through 26 have the modeler building up the road wheels, track drive sprocket, and tracks. The latter number 43 links per side, with each link consisting of three parts. If one is careful, and sparing with the glue, these tracks are fully articulated. Do not glue the two track drive sprockets (Parts A10/11/12 plus poly cap) onto the model until after the model is almost fully assembled and painted, as this allows you to paint the tracks separately prior to installing them on the model.

The one area where I did run into a small sink mark issue was in Section 34 of the instructions. When gluing parts E21/E22 and E24/E23, there was a slight depression where these parts are joined together. Nothing major, and as I say, the only sink mark issue I ran into on the entire kit.

Make sure when you are planning your assembly to check out all the little headlamps and tail lamps. Carefully remove the clear lenses for these lights, and test fit to make sure which way they are to be installed, and to see if you need to remove any excess plastic for a good fit. Remember to factor in the thickness of the primer/paint in your calculations, as you will most likely wish to install these lenses after everything has been painted.

Meng's painting instructions turned out to be a bit of a pain, as they only listed paints from the Vallejo acrylic range. These are not the most common of paints in the USA to locate, and of course cater only to those who use acrylics, which I don't. Nor do many of my modeling friends. Thankfully as mentioned below I was able to find an Israeli Defense Forces mix using my favorite Tamiya range of acrylic lacquers via the internet.

I decided to try to use the "hair spray" technique for the very first time on this model. Studying local bulldozers around town as well as military ones on the internet indicated that the front of the bulldozer blade soon has its paint worn off, down to the bare metal. So I primed the kit's front blade unit, and applied a couple of coats of my favorite silver paint, Floquil Old Silver. Once this was thoroughly dried, and having bought a cheap aerosol can of hair spray, I gave the blade a few light coats of the clear liquid. I left the hairspray to dry for about a half hour, helped along by a blow dryer, and then painted the blade with my chosen base coat of Israeli Defense Forces "Sand/Hemp". Checking on the internet, I found a suitable mix utilizing the Tamiya range: 1 Part Tamiya XF-49 Khaki to 2 Parts XF-20 Medium Gray. To lighten this for "fading", add some Tamiya XF-57 Buff. I then helped this along the drying sequence with a hair dryer again. I let the paint sit for about a half hour again. While drying, I then got an old towel, an old, soft bristled tooth brush, plus a couple of other old paint brushes, and a wooden tooth pick. With some warm water, I then began to work small areas of the dozer blade, "scrubbing" the moistened areas with either the toothbrush or the old paint brushes. After a short time, the paint began to flake off and I worked on various spots until I was satisfied with the "chipping" effect. I also used a tooth pick to make long scratches in the paint as well. I was VERY happy with the results for my first attempt at this technique.

I then let everything thoroughly cure for a couple of days, before moving on to the decals.



The kit comes with three color and markings options:

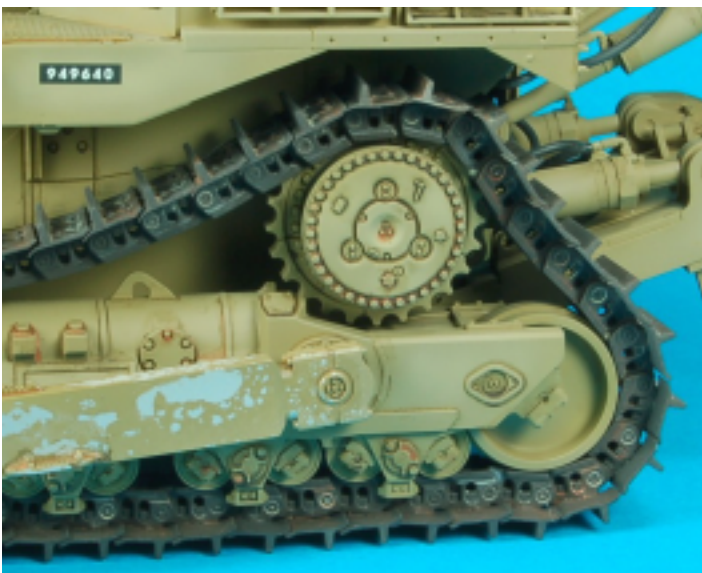
Option A: a US Marine Corps. Vehicle stationed in Iraq, 2004
Option B: an Israeli Defense Force vehicle, 603rd Combat Engineers Battalion, July 2006 Lebanon War
Option C: IDF Combat Engineers School Bahalat'z, August 2008 (my choice)

I applied the decals in my standard fashion: a light application of Tamiya X20 Gloss Clear, followed by the decals, which consist mainly of some large vehicle numbers, and a few stencils here and there. All were well printed, and went onto the (flat) surfaces with ease. After being allowed to thoroughly dry, the decal areas had a couple of additional light coats of Gloss Clear applied (make sure you carefully mask the windows of the model), before the entire model was airbrushed with a sealing coat of Testors Dullcote. I then applied a dark brown "wash" to the entire model to help pick out the details, while the tracks received a couple of different "wash" treatments, "dust" and "rust".

One final paint note: depending on which photos you look at, IDF D9R bulldozers either have red paint appearing on various spots on the vehicle (grab handles etc), or they don't. I decided that all

that red on a military machine looked weird, so left off the red paint. I also felt that if you went to the trouble of painting a vehicle in a camouflage color, why then ruin the effect by applying red?

I thoroughly enjoyed building, painting and decaling this excellent kit. Despite its huge size, construction provided me with no headaches whatsoever following a couple of careful reads of the instructions to figure out how best to approach the assembly. I ended up building the model in a series of sub assemblies which were assembled, painted and weathered separately, before being brought together to create the whole. I can heartily recommend this kit to anyone with a few armor kits under their belt. It has provided me many nights of very enjoyable modeling. My thanks to Meng Model for providing IPMS USA with this review sample.



Valom 1/72nd Scale Fouga CM.170 Magister/CM.170R Magister

by Chris Banyai-Riepl

The Fouga Magister was one of the world's first jet trainer aircraft, with the origins of the type dating back to 1948. Following some changes to the original concept, the first Magister took to the skies in 1952. The aircraft was a big success, and over the next decade almost a thousand Magisters were built. In addition to France, the Magister saw service in Austria, Bangladesh, Belgium, Biafra, Brazil, Cambodia, Cameroon, El Salvador, Finland, Gabon, Germany, Ireland, Israel, Katanga, Khmer Republic, Lebanon, Libya, Morocco, Nicaragua, Rwanda, Senegal, Togo, and Uganda. Today, many Magisters are in the civil registry and can be seen around the world.

It has been many, many years since we have seen a new 1/72nd Fouga Magister. For ages the old Airfix and Heller kits have been the only game in town. Now we have plenty of options and first out of the gates are these new Valom kits. The first two of what will undoubtedly be many releases cover French and German options. Aside from the decals, everything is identical in these kits, which makes it great should you decide on an aftermarket decal sheet as you won't have to wonder which box to pick up. The plastic is molded in a tan plastic and features recessed panel lines, with additional details provided in resin and photo-etch.



Jumping into the construction, the interior is the first stop. The Magister has a long canoe of a canopy, so lots will be visible here. Valom has decided to tackle this challenge with a blend of plastic, resin, and photo-etch. Starting with the seats, you get a pair of nice resin seats that get photo-etch seatbelts. The instrument panels are likewise multimedia, with plastic backs, film instruments, and a two-piece photo-etch front. The use of the plastic back end is particularly nice, as it provides the back ends of the instruments. All these bits fit into the one-piece tub, which also gets resin throttles, photo-etch rudder pedals, and plastic control columns. There are quite a few other photo-etch and resin bits added to the sidewalls as well, and when it's all together it should be a suitably busy office.

With the cockpit done, the next step is to button up the fuselage. Before doing that, though, you'll need to add the engine faces and exhausts. This is a nice addition and definitely adds that extra bit of detail needed here. There's also a note stating that five grams of weight is needed in the nose. Having built a Heller kit ages ago, this is a definite requirement if you want the model sitting on the nose wheel. With the fuselage together, you can add the two part intakes and attention can turn towards the other bits.

The other bits center around the flying surfaces, and first up are the stabilizers. That classic V-tail design gives the Magister its unique look, and these are provided as one piece. This is probably the weakest part of this kit, as these only have a small nub to match up to indents on the fuselage. Getting these parts lined up properly and attached sturdily will be challenging. I would recommend getting the wings in place first, to provide a clear reference for angles, and perhaps set up a jig to keep everything aligned properly as well. The big control horns are provided in photo-etch, providing a proper to-scale rendition of these parts.



The wings are simple top/bottom split, but feature separate inserts for the wheel wells. This makes for some great detail for those wells, which is good for detail hounds. However, the Magister sits very low to the ground, so it really won't be visible unless you set the model down upside down. Speaking of the landing gear, There

continued on page 9

Make Our Presence Felt

by Scott Kruize

We were all preparing for the big public event at a large—if somewhat rundown—convention center. A lot of activity in the morning, but finally, with preparations for our displays, demonstrations, and seminars pretty much complete, we began to gather ourselves in the convention's cafeteria, flagging down busy fellow members still running around. The busiest was Stephen Tontoni, till we snagged him: “Take a break! We’re going to have breakfast!”

Then I woke up.

The New Year is the traditional time of slowing down from the ‘rat race’, taking stock of one's life, and planning for the future. Inevitably, mixed in with the closing year's work and fun, gains and mistakes, is remembrance of people who've left our lives. In our case, Dave Piehl, Charlie Sorensen, and Stephen Tontoni.

When the Boeing Hawks R/C club folded a dozen years ago, I realized how much I missed building plastic display models, after a “Dark Ages” interval of more than 30 years. (Stereotypical other business: college, first full-time job, first marriage, first household, divorce, retrenchment, start over...you guys know the ‘drill’...)

Having been led to eBay by an IT colleague, I bought some kits, and put together a 1/48th scale Hawker Tempest. (Wretched old AMT moldings... but how was I supposed to know, in my starting-over ignorance?) Then a perusal of the yellow pages led me to Skyway Models, with its stacks of kits, some old and familiar, others totally new. Emil told me about the NorthWest Scale Modelers and the Seattle chapter of the IPMS, and suggested that if I was serious about getting back into plastic modeling, it would be worth my while to check out their club meetings.

I had severe doubts, figuring the members would be lifetime-experienced modelers, hence very skilled, and used to putting their prize-winning efforts on the tables of major contests. That actually turned out to be true. I further figured you'd probably laugh at my crude efforts, and in that I could not have been more wrong. All I got was a friendly welcome and encouragement.

So at those very first meetings, I determined that I would stay with both groups. And said to myself: I will make my presence felt.

Eventually, I found ways. I started writing for the NWSM newsgroup and IPMS newsletter. I've put things on the Show-and-Tell tables that had never been there before, such as an operational Grumman F5F Skyrocket over Guadalcanal, the ‘Spruce Goose’ in Quantas livery, and the nuclear missile-armed Ghidrah Interceptor. I've made you all Aware of the Hawker Hurricane!

But it's come back to me the other way, much more: you've all made YOUR presence felt!

But for Luis Angel, I'd scarcely have known what the Gundam warriors are, much less what great modeling subjects they make. I've got two kits in my stash now, because of him.

Tim Nelson has rekindled a long-dormant interest in spacecraft, and led me to make some by printing card models off the Internet. With his fellow “Schneider ‘49” imaginers, he got me to make racing floatplanes from old Hurricane and Brewster Buffalo kits. When he decided we needed to model “Vehicles from Great Science Fiction Literature”, what could I do besides make Uncle Scrooge's gold-mining transport rocket from the Carl Barks story, “The 24-Carat Moon”?

Will Perry calmly, with malice aforethought, dragged me into the Champlin Fighter Collection build. I had never handled a good modern kit of a World War I scout, but with some training in how to rig them from StephenT, I ended up building two. (The one Will casually ‘assigned’ me: “Mothra and Ghidrah! What's this thin little sheet of itsy bitsy METAL parts?”)

Jim Schubert shows what a lifetime of study and gathering of materials can do to support historical and technical accuracy of model builds. (It's too bad that even his library doesn't provide the means to enforce his ‘blessing’: “None of you are allowed to die!”)

Terry Moore teaches all about Hollywood aviation and “strangers in a strange land”: warplanes in captured livery, and makes fleets of different ‘UFO’ saucers from a single design.

I marvel at what patient perseverance and skill can do, applied to elaborate decals and paint techniques, as Mike Millette makes “Tiger Meet” and similar fancy scheme builds.

Monthly, I rub shoulders with Panzergenerallen such as George Stray, Eric Christianson, Andrew Birkbeck, and Bob LaBouy. Each could field a whole armored division in miniature.

Where else on this planet could one meet someone like Morgan Girling, who scratch-built an actual working ornithopter (well, it doesn't fly... but it does flap!) as described in the novel *Dune*?

I could go on and on, describing all the things I've seen and learned that I never would have, otherwise: spacecraft real and imaginary, figurines from fantasy and history, modern steel warships plying the 'waves' next to ancient wooden sailing ships. I may never approach the masterpieces many of you make... but my modeling gets better all the time, under your influence. And my point of view changes...do you understand what it means that, knowing Jon Fincher as I do, I'm starting to model CARS?!

When I first started modeling Way Back Then, I had no inkling that model clubs even existed. Now I crave what they give me. So please, fellow members: continue to make your presence felt. Bring your work to the meetings. Put it out on the Show-and-Tell tables. Tell me all about them. I promise to take what you teach and 'stretch' myself, as StephenT advises...for his presence, and that of our departed colleagues, continues to be felt.

Even so...what say we all do our utmost, in this coming New Year, to cling to Jim Schubert's blessing?

Valom Fouga Magister

from page 7

are some nice drawings in the instructions showing all the various bits and details from the kit, and where they go, both plastic and photo-etch. The completed gear will look pretty darn good when all together. The final details are some resin and plastic bits for the fuselage in the form of scoops and such, plus the big canopy, which comes in both open and closed options.

As noted earlier, the two kits differ only in the decals. Kit 72083 is the French Air Force version, and it comes with two options. The first is from G.E. 312, BA 701, Salon de Provence and the second is from G.E.315, BA 709, Salon de Provence. Both are overall natural metal with orange noses and orange panels on the stabilizers. The latter is provided in the decal sheet.

Kit 72084 is the Luftwaffe version, and it also has two versions. The earliest one is AA-193 from WaSlw Erding in 1960 and is overall natural metal. The second is AA-117 from FFS "A" in 1966 and is camouflaged in the Luftwaffe scheme of dark gray and green over light gray. This option features orange elevators and outboard tip tanks. There is one problem with this sheet in that the numbers for AA-193 are not the right shape, with the 9 and the 3 being too rounded. A search through the spares box should find some suitable replacements, though. Both sheets include stencil detailing as well, and overall the quality of printing is excellent.

The Valom Magister kits are a welcome sight, as we have long needed a new tool Magister in this scale. Additional releases will undoubtedly cover many of the other nations that flew the type. My thanks to Valom for the review samples.

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use his article. - ED]

Opinion Piece: My Response to Scott Kruize's Article "Do We Want to Host a Nationals Contest?"

by Terry D. Moore

Well...Yes, actually.

Why? Because it will be FUN.

Why? Because (as modelers) we can see these miniature works of art created by those that are some of the best modelers in the United States and AROUND THE WORLD.

Why? Because for four days, we will have a chance to play in the largest hobby shop in the world.

Why? Because as a destination for those modelers interested in history, a chance to see how rich we really are in history. There is something here in the Pacific Northwest that could be of interest to ANY modeler that would attend the convention and is looking to enlighten their own knowledge by visiting one of the many museum facilities that are just in the Puget Sound area. (Museum of Flight, Historic Flight Foundation, Flying Heritage Collection, LeMay - America's Car Museum, Fort Lewis Military Museum, EMP, The Science Fiction Museum, just to name a few "destinations" that would be of interest to modelers.)

Why? Because it will give us modelers to meet with and listen to modeling experts, historians, authors, and others.

Why? Because it will give us modelers, spouses, and their children a chance to see what a beautiful place the Pacific Northwest really is. We are definitely a vacation destination. If you want it - it's here: mountains, lakes, ocean, desert - all within a reasonably short driving distance from the convention.

Why? Because it will be FUN.

There. Seven reasons for a start.

To answer just a few of Scott's questions directly:

Fame & Glory? Nope, we're not seeking that and won't get that. Yes, we'll have our name in print and on the various modeling boards around the world, but that's about it. If you're looking for fame and glory build the best model in the show and you'll be on the cover of the Journal. That's about it.

An alliance among the Pacific Northwest IPMS chapters? No - it will not change the power base. All it will do will be to show the country and the world what a great modeling community that resides in the upper left hand corner of the country.

Boosterism success? No. As conventions go we'll definitely be small potatoes. Yes, the local hotels and the convention center will benefit, as well as local fast food eateries, but that's only going to be for a very short time. Also, business will be up at all the local hobby shops in the region. Emil's alone is worth its own tour bus.

Stash replenishment? That's a given. No, the large mail order houses will not be in attendance, but you will see major kit companies, aftermarket companies, book and decal vendors, among others, selling their wares along with individuals selling their stash (so they can buy new stuff from the other vendors!).

A needed new challenge? We have the system in place. Our Spring Show is the biggest model show in the Northwest. It's worked for many years now with much success every year. It's just going to take somewhat more planning and execution to carry it off on a somewhat larger scale.

Financial gain? No. We're not doing this for the money. We're doing it for the enjoyment of our hobby. If there happens to be a profit, it's just icing on the cake.

Having been chairman of one convention and co-chairman of a second, I'd like to think I have some working knowledge of an event like this. The majority of the work (with a relatively small staff) is going to take place in the year or more ahead of the convention. Establishing the convention website, advertising and marketing, selling vendor space, designing the awards, selling awards packages, arranging tours, will all be accomplished well in advance of the convention. The manpower needs for the week of the show will require most of the effort of our membership.

The show staff during the IPMS convention in Loveland numbered approximately 70 or so modelers from the region. Most gave only a few hours of their time to perform the necessary duties to make it a very well run convention. We should be able to do the same, considering how much larger a modeling community we have here in the Northwest.

Opinion Piece: The Nationals - Why Us?

by Tim Nelson

In recent months we've discussed the feasibility of IPMS/Seattle hosting the National Convention. We've found a world class facility that meets the requirements, great adjacent lodging, and an abundance of tour possibilities. We have a huge chapter (possibly the largest in the USA) with a broad and deep range of skill sets, and we already host the largest show in the region each year. We have a long history (second oldest USA chapter), serving as Nationals host on three previous occasions. We are privileged to have numerous sister chapters in the region, which have voiced support in helping us host a Nationals. We need to carry our weight on the national level. We can promote the hobby big time in our region, so that modelers, models, and model shops are around in the future. We have a solid understanding of the process. There is no significant financial risk to our chapter. In short, it's plenty feasible and there are both selfish and altruistic reasons to do it. Why would we NOT want to host the Nationals? I can't think of a single reason.

It will involve work, as all worthwhile things do. If you don't want to work, please vote NO and don't work. If you are willing to do some work and have fun with a lifetime highlight experience in the hobby you love, vote YES and help make it happen.

The four days of the actual convention are straightforward. When the dates are confirmed (approximately two years in advance), block them out on your calendar just as if you were going to Florida, Virginia, or some other far away location. Plan to enjoy the greatest event in modeling, and to volunteer in some way each day. Many hands make light work. If we get help from sister chapters and/or walkups (which is assured) – fantastic – but we are one of the few chapters on Earth capable of running a Nationals completely on our own. (Remember, the host is not responsible for judging.)

The Committee jobs with their long term planning and preparation are KEY to the endeavor. For a viable effort, many of us need to commit to the provisional roles listed below, with backups for each. In fact, I would strongly recommend no bid unless committed names are attached to each job. (Full Disclosure: I'm personally willing to take on one of these tasks for 2016. I would consider being Co-Chair for a bid later in the decade, but work and family priorities make that ill-advised for 2016. That said, identification of skilled and motivated Co-Chairs is critical.) Picture yourself taking on one of these roles and step up – you might actually enjoy it:

- Chairman* (can be Co-Chairs)
- Treasurer*
- Vendor Coordinator*
- Contest Coordinator*
- Awards Coordinator*
- Webmaster
- Graphics/Art Coordinator
- Registration Coordinator
- Goodies Coordinator (Decal sheet, pins, T-shirts, booklet, etc.)
- Raffle Coordinator
- Seminar Coordinator
- Tour Coordinator
- Security Coordinator
- Make & Take Coordinator
- Volunteer Coordinator
- Club Liaison
- Other?

*(IPMS/USA requirement)

We can host a terrific Nationals and have a blast doing it. It's our turn. It simply takes a "can do", "find a way" attitude.

Hurricane Bookshelf: Uhu Bookshelf and Kit Preview

by Scott Kruize

Uhu to You!



From Wikipedia:

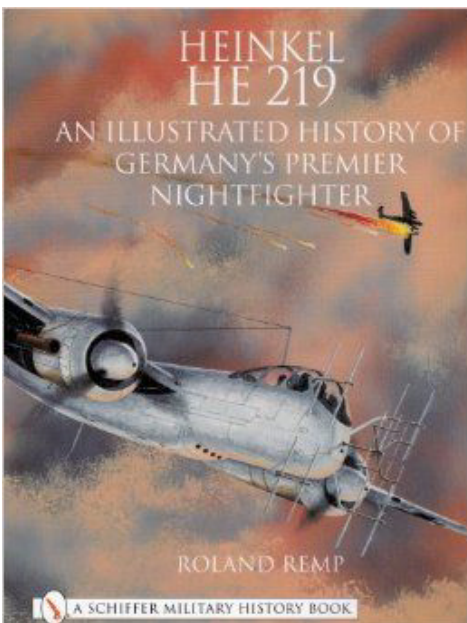
["Uhu" is the German name for] the Eurasian Eagle-Owl (Bubo bubo), a species of eagle owl resident in much of Eurasia. It is one of the largest species of owls... [A formidable predator] ... it mainly feeds on small mammals in the .44–4.4 lb weight range, such as voles, rats, mice, rabbits and hares. However, prey can be killed up to the size of both fully-grown foxes and marmots and young deer (up to a mass of 17 kg (37 lb), if taken by surprise.

The Heinkel He 219 'Uhu' would seem to hold the title of "Most Glamorous Night Fighter of World War II". Although it served only a short time in frontline combat, with fewer than 300 manufactured, our modeling community holds a special fascination for it.

Of course it's been kitted. In 1/72nd scale, there was an ancient Frog kit, then one from Revell in 1966, followed by Lindberg's in 1967. Currently, Dragon/DML has an excellent version, which has been reboxed by Hasegawa. In 1/48th, since 1997 Tamiya has provided its absolutely superb kit—which I suspect is in many of your stashes, and is certainly in mine. I've seen a couple of great builds from it on contest tables.

My wife Sandra sometimes surprises me with an aviation history 'find'. Not long ago, she brought back from the King County Library system the book *Heinkel He 219: An Illustrated History of Germany's Premier Nightfighter*, by Roland Remp. This is sober and straightforward, factual and detailed. Starting with descriptions of Uhu development from conception to prototypes through early versions, it tells of the machine's deployment and use, while undergoing constant modifications, right up to the end of the Second World War. There are descriptions of many combats it was in, both as winner and loser. There are lists of its claimed victories and some of its losses, around 200 of each. The aircraft's performance was so good that few were shot down making their deadly nocturnal interceptions. A few fell to Allied single-seat fighters while on training missions in daylight. Others were lost through mechanical failure.

To be fair, these were not any fault of the basic design, but rather to the constant tinkering to make the machine faster and more effective during the chaotic final year of the war.



You will have heard that it was the first German night fighter to successfully engage and destroy De Havilland Mosquito night bombers. That is true, but it was a short-lived triumph. After the 219's existence was known, the Mosquito night bombers made a point of flying higher and faster, close to their maximum speed and ceiling, and Uhus couldn't catch them anymore. Mosquito night fighters, lurking around to protect the bomber streams, began to take out their new adversaries. Much of Remp's text tells of efforts to improve the 219's performance and armament so they could deal with Mosquitoes. These efforts failed.

(I can't find, in this book or any other reference work, anything definite about combat between the Uhu and our own super night fighter, the P-61 Black Widow. The chart of losses in this book includes some where the cause is uncertain. If anybody knows more about this, please let me know!)

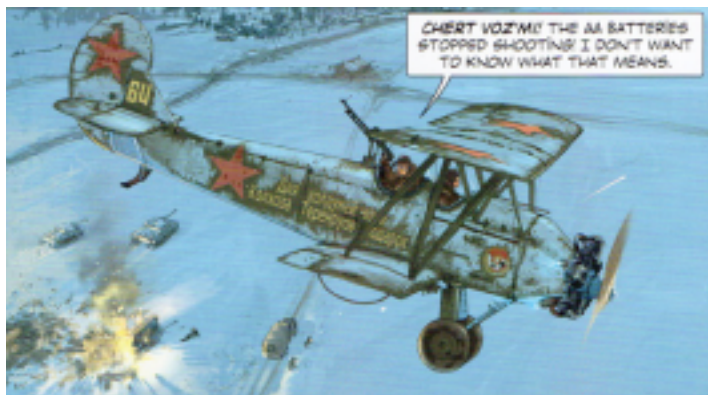
Entirely different is a book Ken Murphy got, and loaned to me: *The Grand Duke*. This is far from a dry academic tome. It's a comic book... WHOOPS! Sorry! Slipped into using an ancient, now politically incorrect term... I mean it's a 'graphic novel'!



It's a blood-and-thunder, bodice-ripping potboiler of a yarn set on the Eastern front. (Sober reference works like Remp's say nothing whatever of Uhus serving there.) Author Yann's plot line, quite satisfactorily convoluted, has this great German fighter ace, Oberleutnant Wulf, being issued one to replace his Focke-Wulf Ta 152H, as shown on the cover. Even though he's anti-Nazi and—in his own morally compromised way—antiwar, he nevertheless takes a great toll of his Soviet adversaries. He can't help loving flying and he's very good at it. He also loves good airplanes: note the look on his face when he sees the 'Grand Duke'—nickname for the He 219—for the first time!

It arrives just in time. On the Other Side, some of the VVS fighter planes are now 'manned' by those most dangerous of pilots: former 'Night Witches'. These demonstrated incredible skill and bravery, flying their frail little fabric-covered, wire-braced biplane Po-2 "light bombers" (!) to harass the Wehrmacht at night, and blow up critical small targets, such as bridges, trains, and munitions dumps. The Communist military 'Powers That Be' finally select several of them to be issued with the best modern frontline fighters. Our heroine Lilya gets this assignment, to avenge the many squadron mates whose charred and dismembered bodies she watched fall over the lines. Stopping at nothing to get back at the invading Nazis, she overcomes bureaucratic obstacles with...ah...determined deployment of her own unique...um...attributes and skills.

The artwork by Romain Hugault is absolutely stunning: highly detailed and subtly colored, printed with the highest production standards I've ever seen. And what's in those illustrations is gold to us aviation buffs and modelers: from this book alone, you could convincingly model the most stunning livery down to the smallest fittings of several of the planes of the war in the East. Author and illustrator have certainly done their homework, and Hugault's artist skills are the best. (I have no artistic talent myself, and can only admire what real artists do. I can't understand the condescending attitude—or even actual contempt—some so-called 'fine artists' have for someone they refer to as "only an illustrator"...)



This comic...sorry! 'graphic novel' is thoroughly different than the D.C. superhero ones I read back in the early 60s. It's not just that I'd never seen illustrations good enough to model from. There's actual bloodshed in here, and also...dare I say it? S*E*X!!

As the artist has so skillfully rendered airplanes and dogfights, so also do certain panels illustrate bare feminine bodies. This newsletter will not show you any; you'll have to get the book for yourself. You'll also have to decide for yourself how worthwhile and appropriate they are to advancing the Plot. I offer no such analysis. My ability to write coherent, rational prose falls to near zero when bare feminine bodies come into my field of view.

Eventually, with a lot of fightin' and shootin' and bravery and cowardice and loyalty and betrayal and heroism and patriotism and selfishness and victories and failures and lots of love and even more hate, the novel comes to an end. It ought to satisfy the most demanding of story-lovers. It doesn't in the least glorify war. To the contrary...

So having read about this amazing aircraft, in such a wide-ranging choice of literary styles, you might wish to build one. Perhaps you think the Dragon/DML kit is okay, but dinky 1/72nd scale doesn't do it justice, and even the Tamiya 1/48th scale version is inadequate. Well, it seems manufacturers also share our Uhuplastiquephilia. Either that, or in pursuit of the Almighty Dollar, they're trying to exploit our condition!



Not sure of the exact release dates, but when I went to my first IPMS Nationals contest in Loveland this last August, I saw there, for the first time, TWO kits in giant 1/32nd scale. Djordje bought the one from Revell of Germany and let me examine it. There's an astonishing quality of really large to really small plastic parts in its huge box, plus some photo-etch. It's priced accordingly, around \$60 on 'Show Special'. Sound impressive? Not at all! The new company Zoukei-Mura, which I'd never heard of, had a huge display built around their own 1/32nd version. Not only are all the regular components and specialized night-fighting equipment and fittings faithfully detailed, but also much of the internal structure! If your own condition of Uhuplastiquephilia is completely out of control, you can spend \$200 to assuage it!

I wonder when these will start showing up on our Show-and-Tell and Contest tables. In any case, there's no shortage of supporting literature!

Heinkel He 219: An Illustrated History of Germany's Premier Nightfighter

(Schiffer Military History series)

Author: Roland Remp

Hardcover, 160 pages, with illustrations

Publisher: Schiffer Publishing of Atglen, PA. Copyright 2000

The Grand Duke

Yann (Author), Romain Hugault (Artist)

Hardcover: 144 pages

Publisher: Archaia Entertainment, LLC. (Copyright December 4, 2012)



Heinkel
He 219A-0Uhu

Women in Aviation Display

by Morgan Girling

"If ever the world thinks of us in connection with aviation, it must remember our sister." - Wilbur Wright

One of the special display tables at this year's Museum of Flight model exhibition this February is Women in Aviation, and I invite you to bring appropriate models. The topic falls into two groups: individual contributions and groups. The individuals/historical figures pair a woman with one or more specific aircraft, and tend to be the "firsts" and the "mosts". Groups, on the other hand simply require aircraft that the groups of women flew.

This table is a multi-scale display, and will be arranged in the groups and subgroups called out below, with descriptive signage for each. You are encouraged to provide the usual February show cards identifying the model subject and builder. If you are showing models in any of the "individuals" categories, please include information telling the audience why the model is there. It should include who the woman is, and why she is being represented here (bonus points for a thumbnail picture of her).

What models are appropriate? Glad you asked!

Groups

- WASP, WFTD & WAFS: US civilian groups who delivered aircraft from manufacturers to stateside USAAF bases, and provided flight training. Anything in the US WWII inventory in factory-fresh condition, or trainers in new/used condition are appropriate.
- ATA: UK equivalent of the WASP, who ferried new, repaired and damaged military aircraft between UK factories, assembly plants and transatlantic delivery points. Anything new or worn but flyable in the UK WWII inventory
- Soviet Air Force: Three all-women units: 586th Fighter Aviation Regiment (Yak-1), 587th Bomber Aviation Regiment (Pe-2) and the 588th Night bomber Aviation Regiment (aka the "Night Witches" – Po-2)

Individuals

- Racers: The golden age of air racing (and beyond) featured several women racers (and who doesn't like brightly-colored airplanes?)
- Space: A total of 56 different women have flown in space (6 Russian, 2 Chinese, 43 American, and 5 non-American on NASA flights).
- Pioneers: This is the catch-all for all remaining "firsts" and "mosts", featuring specific pilot-plane pairings (see the amazing collection at: <http://www.wai.org/pioneers/100womenscript.cfm>).



IPMS Seattle Renewal Form

Your 2014 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the January meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

IPMS Seattle 2014 Dues Form

Remit to:
IPMS Seattle
ATTN: Spencer Tom
318 N.E. 81st Street
Seattle, WA 98115

Full Name _____

Mailing Address _____

City _____ **State** _____ **Zip Code** _____

Telephone (Area Code) (_____) _____

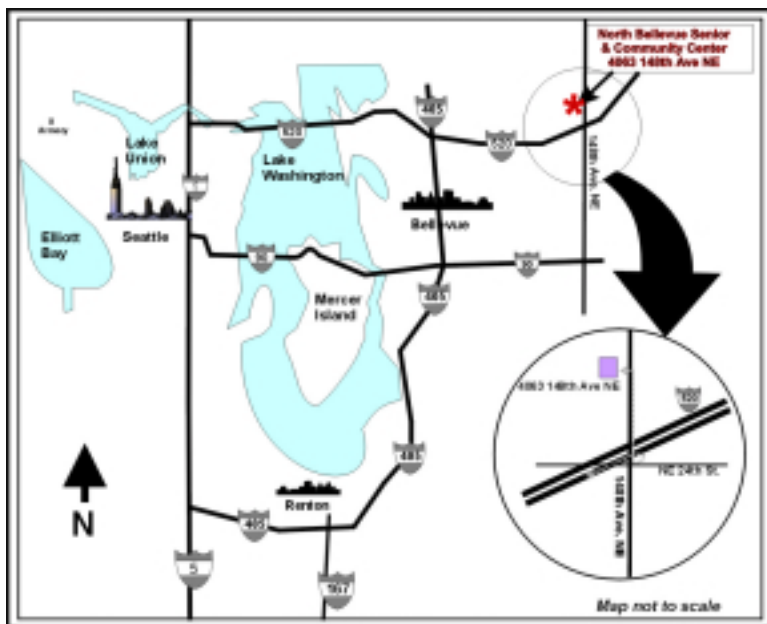
E-mail address _____

☐ E-mail delivery of the newsletter (\$15). ☐ Regular mail delivery of the newsletter (\$25).

☐ Please do NOT release my e-mail and phone information for distributed club rosters.

Meeting Reminder

January 11



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.