

# NEWSLETTER

EDITED BY KEVIN GALLAHAN

SEPTEMBER 1994

## Hobbies on the road

**T**his seems to have inadvertently turned into a special "hobbies on holiday" issue of the newsletter. Besides my own comments on two fine museums to visit while in Southern California, Bob LaBouy has written a summary of his trip to the IPMS-National convention in Omaha, and Ned Shaw has a series of tips on taking your models on the road (literally). Plus, at the July meeting, Andrew Birkbeck gave everyone in attendance a recap of his recent trip to France, including the Le Bourget air museum. Everyone is definitely in the travelling mood this month.

Having lived in north Orange County for 20 years prior to moving to the Northwest, I am of course fairly familiar with the area's aviation museums. In fact, I only lived a few miles from Chino, one of the great meccas of aircraft restoration. It wasn't uncommon to look up and see the occasional P-51 or B-25 circling the area. The Chino Air Museum is still the first stop to put on any enthusiast's trip to southern California.

I remember doing a newsletter article on Chino the last time I was in the area, so I won't repeat all of those details. Just keep in mind that most of their aircraft are in flying condition, and are often brought outdoors for

maintenance or flight prep. This means that the Air Museum is less of a museum in the traditional sense, and more of a working hangar. There is not much in the way of fancy displays or even explanatory text.

Given that many of their aircraft are sole survivors, they are often star performers at the airshows they visit. The downside to this is that quite a few of the aircraft are out of town at any given time in the summer airshow season. Not that there isn't plenty to look at, but it is possible that something you were looking forward to might not be at home. I noticed that their P-38s, a couple of Mustangs, and the B-25s were missing. Given that both Dayton and Oskosh are in the late July - early August timeframe, that probably explains where they were heading.

Still, the sight of a beautifully restored Grumman F7F Tigercat nightfighter was enough to get the heart pumping. And, of course, the museum is in the final stages of their (seemingly eternal) restoration of a Northrop flying wing. The wing was fully assembled, though the crew was still working on both motors. First flight is supposed to be in September, but work on the wing has been plagued with troubles from the beginning, and they will probably be lucky to have it in the air by yearend. Still, when it flies, you'll be seeing it in every aviation magazine you pick up.

It's a unique legacy of an eccentric aircraft type (the B-2 notwithstanding).

Sitting next to the flying wing was the fuselage of a Bell P-59 Airacomet, also on its way to airworthy restoration. And on the Chino airport's tarmac, at Aero Traders — though not connected with the museum — were B-25s galore and an absolutely immaculate Hawker Sea Fury in Canadian markings. Of the many aircraft restoration facilities at Chino, all seemed to be working full tilt (with Skyriders and T-28s much in evidence), so lots of newly restored types should be making their way into the airshow scene in 1995.

The modelling scene at Chino remains uneven. There are lots of models onsite, but the quality varies wildly. Having an IPMS branch connected to the museum has helped, in that the models being added to the display are of a high caliber, but someone desparately needs to do some overall design work to give the display some unity and direction. They also need to simply go through and cull out the worst of the older models. Better a smaller collection of higher quality than a sprawling group that is seriously inconsistent.

By the way, if your tastes extend to famous air racers of the 1930s, don't forget that the Chino museum has split all of those types off to their own museum

facility in Nevada, near the site of the annual Reno air races. I haven't been to that museum yet, but I remember that Chino's collection was large and impressive. Maybe if someone else in the club has been there lately.....

My other big aircraft-related stop in So Cal was a place that I had never been to before: the March Field Museum. I have heard that March AFB is on the base kill list, so I figured that if I didn't go now, it might be a shopping mall by the next time I got to California! The museum is not on the base itself, though it does overlook one of the main runways. March AFB is knee deep in KC-10s and C-141s, and one of the (relatively) new USAF 747 aerial command center conversions was visiting on the day I was there as well.

The main building houses the extensive displays documenting the history of March Field. There are some aircraft indoors (PT-19, Schweitzer SG-2 glider, BT-13 Valiant), but most are outside in the brutal Riverside sun. The notorious heat and wind have not been very kind to the outside displays, making them rather dusty and battered. Worse, the aircraft are all parked on dirt, broken only by the occasional desert weed, which just increases the dust and grit factors. They definitely need some grass, or at least some paving, to cut down on the potential problems.

Pride of place goes to a recently acquired SR-71, which is now parked next to March's U-2, making an interesting pair. The jet age is better served in the collection, with a trio of F-4s, B-47, F-105, F101, MiG-17, P-59, and others. There are items for the prop enthusiast as well: the inevitable B-17, C-47, T-6, and

B-29, along with the less usual Lodestar, B-50, and C-97.

March is not a facility that I would plan an entire vacation around, but if you are in the vicinity it is worth an afternoon's attention.

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On the rumour and gossip front, I thought I had a great one to pass on, but it appears to be just a bad case of wishful thinking. The French magazine *Replac* recently noted a couple of interesting Hasegawa projects. Apparently (keep in mind that I don't speak French), they were claiming that Hasegawa would produce 1:72 versions of the Kawasaki C-1 (a large modern JASDF jet transport) and — wait for it — a McDonnell Douglas KC-10. And you thought the AMT B-52 was big. That would really have gotten the modelling community's attention, if only because of the price! Unfortunately, the November FSM has a ad promoting these same kits from Hasegawa, but in 1:200, their airliner scale (along with a 1:200 DC-3). That, sadly, makes more sense. But wouldn't a Hasegawa 1:72 KC-10 have been something to see?

Also, there was a rumour floating around the Nationals that AMT's next large 1:72 aircraft (after the B-35/B-49 flying wings) will be a Tupolev Bear. Finally, there seems to be a lot of talk that DML is about to go after the modelling market with both barrels, although the only advance evidence I've seen so far has come from the armor side, where they do seem to be cranking them out full speed. With a full seven months until the first of the 1995 release schedules arrive (and with so few of the announced 1994 releases actually having made it to the shelves), this is probably all

an exercise in pointlessness anyway! Still, if we didn't have dreams, where would we be?

NEXT MONTH: The results of the 1994 IPMS-Seattle Modellers Survey.

(NOTE: For some reason, notification of lots of modelling events seemed to pop up at the August meeting. See the Upcoming Event notifications on page 7 of the newsletter for details).

*Kevin Callahan*

Finally, a note from Scott Taylor:

*"Hello, trivia buffs. The July winners of the trivia quiz were Ned Shaw with six correct answers, and Fred Hamm and Jeff Winter tied with five correct.*

*"Question 10: What was the C-75? The answer was somewhat correct. The Boeing 299 (B-17) project had a parallel project to produce a civil airliner using common wings, tail group, and engines. Having a round, pressurized fuselage, the Boeing 307 emerged.*

*"There will not be a trivia quiz in August because of time constraints and the lack of prizes for the winners. Hopefully the quiz will resume at a later date.*

*"Please note that I am still selling my collection of 1:25 scale model car kits. The selection is quite vast, ranging from the 50s to the present, and covering street stock, Indy racers, road racers, and other rare automobiles. All prices are 15% below collectors suggested prices. For more information call Scott Taylor at 839-1704 and leave a message".*

# 1994 IPMS-USA Convention (Omaha)

BY BOB LaBOUY

For those of you who couldn't afford the 1994 IPMS-USA convention in Omaha this year, I'd like to share some of my observations. You may have just lucked out, and can save your money for next year's show in Albuquerque.

With the several problems observed in Atlanta last year, I suspect the 1992 Seattle convention is still the recent watershed event (a fact that more than several friends pointed out to me in Omaha). Overall, the Omaha convention was well-managed, and there was a well-knit, hardworking corps of folks working to ensure a good convention. Their choice of the Holiday Inn was marginal, though it was the only game in town from their standpoint. Omaha isn't an exciting city, though clean and very much a mid-American breadbasket city. One was a virtual prisoner of the host hotel, unless you had a car or wanted to hike to a nearby pancake restaurant. The hotel's associated eatery was quite good, if a little expensive, had a huge varied menu, and served up large portions of well-prepared food.

Approximately 702 modellers were registered at the event. They did not enjoy the large number of attendees or models that everyone had expected. This was attributed by most old hands to the lack of effective and timely convention news to the IPMS membership.

The 1994 model contest, however, was well-run and the judges enjoyed a smooth

operation. We finished the judging of most of the 1100+ models entered in just about three hours, by our 12.00 noon deadline. The consensus was that the overall quality of models entered was very good, with a few displaying great skill and accomplishment. The judges have been witnessing a gradual and progressive increase in model quality over the last dozen years, although this trend seems to have slowed this year. The judges' best in show was awarded to a 1:72 Mitsubishi *Dinah* which was fantastic (fully detailed engines, cockpit, wheel wells, and interior). Another example of the builder's skill was a very, very small figure (approximately 1:700) of a Canadian Olympic hopeful, which had to be viewed on its microscopic base with a jeweler's glass. This was one of the best-ever years for the judges panel, with over 125 judges performing this important task. For the first time in my memory, there wasn't a single Seattle-area winner in the national model contest. That's too bad.

The tours and special events were not as well managed. Last minute problems plagued several of the announced tours. The photo op of 55th SRW aircraft – temporarily deployed to Lincoln – was cancelled/not prearranged (depending on whose story you listened to), and the SAC – or whatever command it is now – at Offutt AFB was fouled up and some folks missed the trip. The Offutt Museum featured inside looks at several aircraft specifically for the convention attendees, including their MiG-21 and EC-135. Unfortunately, the

open times were limited to just a few hours each, none of which was communicated to the attendees. There were name fowl-ups for the command post tours, and my *favorite* tour of "Ollie the Trolley" was totally cancelled. Taken all together, these little problems added up to some major frustrations for some folks, especially those who prepaid.

There was also a decision made to charge walk-ins a \$10.00 fee for the privilege of visiting the two vendor rooms (which were conveniently placed on two different floors) and two exhibit-only areas (in several separate places). To say that the vendors were unhappy with this would be an understatement. Times for the entries to the model contest was not publicly noted for attendees, resulting in a few misunderstandings. Their banquet was well-done and completed within their time goals (starting at 6.00pm and ending about 9.15pm). It featured a four-screen slide presentation of the winners and categories. Though the slides were not the best, most folks appeared to like this presentation format.

There was also good news in the vendor rooms, where aftermarket products were evident everywhere. One had to be careful not to go overboard in what you picked up and tried to walk away with. In fact, according to several vendors, this literally happened, with several valuable items being spirited away from vendor tables (including one valuable collectors edition of a book). As usual, grazing through the two vendors rooms was costly, but very rewarding. From

several folks I spoke with, I am convinced that as many people go to the convention for the vendors area as much as for any other aspect.

#### OBSERVATIONS:

One bright spot in an otherwise lackluster convention was their convention program and decal sheet. The decal sheet alone, not to mention the program (with its photos, drawings, and historical documentation) are well worth the asking price. I recommend any IPMS-USA member to dig out the last Journal, obtain the proper price and address, and drop a check to the Omaha folks for at least one copy of these two items.

There are two — yes, two — decal sheets included with the program, along with sufficient information to permit you to use them to your best modelling advantage. The subjects include markings for the B-29 ("The Great Artiste"), a submarine (the USS Nebraska), several D-Day marked armor pieces, three nicely marked KC-135s (an EC-135C — 62-3581, an RC-135V — 64-14845, and a KC-135R — 49-14950). Aside from the very nice aircraft, there are decals for a beautiful Lotus racing car from the 1977 Japanese Grand Prix. These markings alone make these sheets worth the effort to purchase them. Like previous convention stickers, they are not available to the general public, and hence make for some interesting models and markings for the future.

**Accurate Miniatures** has provided a slick full color advertising flyer showing the four planned Avenger series of aircraft (in 1:48), a new small scale series (in 1:100), and an automobile. The TBM/TBF series will include rockets, torpedoes, weapons carts, detailed weapons bays, different turrets (for the four

different versions being marketed), markings from at least four different carriers (both Pacific and Atlantic WW2 theaters) and detailed R-2600 engines. From the engineering drawings at the Omaha convention, these new 1:48 scale kits will be beautiful, and a great addition to the many recent quarter scale kits produced or announced. **Accurate Miniatures** has also announced a new series of 1:100 scale helicopters. This new series will include the Cobra, Huey, Apache, Blackhawk, Seahawk, and Nighthawk rotary wing aircraft. Their brochure also included artwork for a 1:24 scale 1964 Corvette Grand Sport, shown in its 1964 Sebring racing scheme. This will include a very detailed engine and interior.

**Marco Polo** had test shots (built up) of the forthcoming DML 1:72 Northrop P-61 (which looked great) and a new 1:48 scale TBD Dauntless. The future looks great for quarter scale with these entries announced. DML has decided to drop their planned 1:48 A-26 (in any versions) due to **Monogram's** entry into this market.

I should also mention that the aircraft contest categories in quarter scale are fast becoming the areas to be avoided if you are hunting trophies. This year's entries in P-51s, Bf-109s, and Fw-190s alone were almost unbelievable — in their sheer numbers, markings, and quality. For years (at least in aircraft) one could do well in competition by building available kits and place your effort in correcting deficiencies and simply adding basic details. The day of super detailed, quality precision kits is upon us, and basic modelling skills are even more important than ever. Many great kits are now available (in a variety of

scales) which have much detail already there for the builder. It is very interesting as a judge to look over the table and see the same kit, decals, and paint scheme represented by several builders, and observe the differences between the models. The basic modeller's skill provides the real difference.

While I briefly touched on the growing number of aftermarket parts, decals, and finishing details, it is worth mentioning again. This aspect of the vendors' area is becoming much larger and opens a great many new doors for the scale modeller. As an example, I saw no less than three separate detail kits for 1:48 scale F-4 kits using both injection molded and resin cast parts. Each was quite good, and provided the modeller with excellent, reasonably priced details to spark the Monogram or Hasegawa Phantom kits. There was even one conversion kit, by **DB Conversions**, to produce the earliest F-4 Phantom prototype aircraft in 1:72, permitting you to build the "Sageburner" or test aircraft. **DB** was also marketing several new conversion parts/kits, including more K/RC-135 engines, pylons, and other accessories. These included the MC-130E "Combat Talon II" parts and a beautifully detailed parts set to turn the earlier Hasegawa 1:72 B-47 into an RB-47H.

**Aeromaster** is still going strong and producing new 1:72 and 1:48 scale sheets, providing several new sheets at the convention, and talking about more paint colours in their line. **Repliscale Decals** gave out a flyer with a list of very limited production run decals, available only through the mail for serious modellers. The initial list should interest several, and is available very soon. Interested builders need to contact

**Repliscale** directly via the mail. The sheets will not be available through retail outlets, and will be selling for \$2.25 each.

There was a large amount of brass, steel, and other metal etchings available. The owners of Reheat were there, and nice folks to talk to. It is always nice to meet the folks doing the work, express your interests, and enjoy the direct dialog with these manufacturers, even if you only consider them "cottage industries". They are still the ones who are, to a great extent, making our hobby / art form as much fun as it is today.

I was also pleased to rekindle several old friendships with people I have met over the years who are getting into one phase or another of our hobby. This included several guys who have set up a very large retail/wholesale/mailorder hobby shop business called **Meteor Productions**, producing accessories under the **Cutting Edge Modelworks** name. They not only have the most comprehensive collection of decals from around the world I have ever seen, but are now marketing a very interesting series of brass/lead/resin cast conversion parts for numerous aircraft. This series of 1:48 aircraft, which is largely special operations / helicopter oriented, will also soon include a number of 1:72 conversion pieces as well. They look very nice and fill another previously open void. Their catalog alone is worth

having, since it contains many unusual items of interest. One example is the French decal series, **Carpena**. These beautiful decals are sadly no longer available, since the company has gone out of business. **SuperScale** was also at the convention, with several of their latest offerings (you would probably be surprised to learn that several of them were P-51s...) and they were liberally discussing their future releases.

There was also a ton (probably literally) of stuff — such as tracks, hulls, turrets, barrels, etc. — for those of you building targets. While I don't understand adults building these things, I recognize there is a large market there. The aftermarket military vehicle entrepreneurs appear to be growing fast, if no more so than those in other scale modelling venues.

There is even a new modelling "newspaper" being published and distributed. The premier issue of **American Modeler** was distributed free to attendees.

#### ALBUQUERQUE 1995

In Albuquerque, the folks there are already making some great plans. Their registration information is already out (I will have copies at the September meeting for anyone interested). One of the novel approaches involves a special "head tax" for the folks from Texas. This special charge of \$50 will be partially refunded for all Texans who leave

within four days. When announced at the banquet, this was received with great enthusiasm by all in attendance. Even though Mike Quan was once one of us "rain heads", he appears to be well entrenched in the "good ol' boys" group from Dallas now. Too bad! 1996 will see the convention in Virginia Beach, Virginia and a never before tested modelling venue (though I lived there for several years and know about some very exciting side activities). A great vacation and IPMS convention trip can be planned.

For these reasons alone, the IPMS-USA national convention continues to be the place where the leading edge of scale modelling is defined and available to the serious builder. I encourage you to consider the 1995 show in Albuquerque, as well as the 1996 show in Virginia Beach. I suspect you'll be "bit" as well, and find this an important part of your modelling experience.

#### SUMMARY

If this were a TV-style movie review, I expect this year's convention would receive a "thumbs up" rating, with a suggested parental guidance warning. If it were a TV show, you'd never see it in the rerun lineups. Like I said earlier, this wasn't a Seattle convention, which was very evident. Aside from my natural bias, it made me even prouder of our 1992 show.

## *Moving the model collection?*

BY NED SHAW

Sure, it can be done. The unbuilt kits still in their boxes? They got to you. Pack them in strong

corrugated boxes, with the delicate parts (eg, transparencies and propellers) wrapped in tissues. The mail-order people usually use crumpled newspaper

to fill the odd crannies between kits and the outer corrugated boxes. The crumpled paper is easily at hand, at relatively no cost, and cushions very well.

When using it, it is best put in a plastic "raincoat" if there is any danger of rain, flood, or high humidity. If the paper gets wet it gets mushy and lets things rattle about. That's bad. But the "raincoat" also protects decals from any humidity.

The built up models, which took time and skill to build, will also take the same to move. One contest director marvelled at the many ingenious ways that models arrived. Some were brought in bare-handed, many in open topped boxes lined with towelling or soft sheet plastic. Those from afar were more heavily protected, and that is our main subject.

Models to be moved long distances need lots of protection – from the environment, and especially shock, vibration, and being bashed. Light boxes marked FRAGILE - THIS END UP seem to challenge the moving people, if they didn't pack them. But while the movers routinely pack delicate glassware and heirloom clocks, you just can't bear them wrapping your contest winners (and others) in unprinted newspaper. Your goods could be stored for some period in warehouses as well as bounced over long distances in varied weather conditions. We must protect the models against these extremes.

Heat is bad for plastic, cold for wood and glued joints, humidity, snow, or rain for most materials. Short of fire (or sunlight multiplied by a glass enclosure) most

models are reasonably safe from temperature extremes if they are protected from mechanical damage. Rain and snow are usually protected against by the movers, and would affect the rest of your goods as well. Humidity affects the packing material more than the model, though that will leave it open for other physical damage.

So, how to pack 'em up? With enough time, just a few models and a supply of materials, most can be packed to survive your trip. But since such conditions are unusual – and there are your tools, research materials, and the rest of your household to consider – you had best cut back on the models chosen to actually ship. Some of them might better be donated to friends, museums, or schools. Then the rest can be packed.

An excellent first layer of protection is a clear, light plastic bag. It keeps loosened parts near the model, and not lost in the other packing. The transparency helps determine the state of the model before unpacking, again spotting parts that have gone adrift. Light weight plastic is soft so that it can be wound around the model as padding.

The next level is mostly mechanical protection. Ships can be supported by cutting a waterline shaped hole in a sheet of corrugated cardboard. Plastic peanuts can then be white glued to the cardboard against the hull, with rubber bands further holding

the model to the board. Likewise, an aircraft can be secured upside down in a fuselage-shaped hole. A plastic bag goes overall, and the bag/board/model can be fitted into a strong corrugated box, so that only the total collapse of the box will touch the model. The box can be braced by adding loose plastic peanuts under and around the solidly braced model and board. Cotton balls (if available inexpensively) or crumpled paper balls can also work for bracing – if they are protected from moisture. The main idea of all of this is to minimize movement of the model during episodes of the box being upside down or tumbled. In the above method it is possible to attach several models to one sheet and more than one sheet within a box. Always place your name and address inside the box too.

A few words about the outside box. While new boxes can be the strongest, quite acceptable pre-used ones can be begged from (model) shops, or from "flattened cardboard" dumpsters. They should all be strengthened by adding white glue to the touching faces of the bottom and top closing flaps prior to taping them closed.

Tape around the box in several axes and place labels with your name and address, contents, and any special unpacking instructions. Then do another and another and ....

Good luck for their – and your – safe arrival.

## Upcoming modelling events

BY KEVIN CALLAHAN

First, it is (almost) official that the 1995 IPMS-Seattle Spring Show will be held at the Washington

Guard Armory on Saturday, March 25, 1995. Terry Moore should be able to finalize that date with the Guard prior to the September meeting. What is *not*

clear yet is whether the show will officially be a Regional Convention. It seems that the Whidbey chapter has also made an application to host the 1995

Recon, sometime in late April. There is nothing in stone that says Seattle should host the Recon, though we have held very successful shows in each of the last two years, following an equally successful National convention. If the Region 7 coordinator decides to give the name to another event, so be it, and of course we would recommend that the members of IPMS-Seattle attend the event (which is expected to be held in Mt Vernon) in force. However, it would be unwise for us, as a chapter, to squander the success we've had with a spring model show. Therefore, whether it is called a Recon or not, IPMS-Seattle is planning to have a show on March 25. The event flier will be available at the next club meeting; I'll also be taking some up to Vancouver.

The IPMS-Vancouver Fall Show is the next event on the calendar, to be held on Saturday, September 17 from 9.00am to 4.30pm. It will be held at the Burnaby Villa Hotel (same as last year, though the hotel's name has changed in the last two years), 4331 Dominion St, Burnaby BC. Entry fee will be \$5 Canadian for one or more models. The event flier, showing the 80+ contest

categories, was reproduced in the last newsletter.

On the following weekend, the Boeing Employees Aerodynamic Modeling Society (BEAMS) will be presenting an indoor flying model show. It will be held inside the 747 hangar at Boeing's Everett factory. While this is primarily an event for the RC flying model enthusiasts, IPMS-Seattle has been offered a couple of free tables for a display. The thinking is that this might be a good place to link up with aviation-minded hobbyists who are not necessarily plastic modellers.

The downside to this is obvious: the event is only a few weeks away, which gives us little time to plan and assemble anything fancy. However, Dave Gorsline has graciously offered to coordinate our efforts at putting a display together quickly. All questions and offers should go directly to Dave at 787-6381. (Mailing address 417 158th St SE, Bothell, WA 98012). One thought from the meeting was that we might reassemble the 1:72 B-17 or 1:48 Luftwaffe projects. In any case, give Dave a call if you are interested in participating.

I have also received a flier for the Lynnwood Hobbytown USA Fall Model Contest. It will be held on Saturday, October 22 at the store's location in Alderwood Plaza. There are seven categories, with Juniors (12 and under) paying \$1.50 per entry, and those 13 and over paying \$3.00. Contact the store for further details.

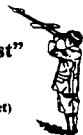
Those of you who buy resins from Aviation Usk might have already heard about this, but the Grande Duchy of Usk is putting on a combination scale aircraft model contest and chili feed on Saturday, October 8, from 1.00pm to 7.00pm. Entry is \$1.00 per model, which includes all the chili you can eat. The event will be held at the Usk Community Hall. Tom requests an RSVP at (509) 445-1236.

Finally, one of the folks from Puget Sound Auto Modellers visited our August meeting and mentioned that there would be a category for military vehicles at their next model contest. I don't have any information on when that contest is yet, but will pass it on as soon as I find out. Though why anyone would want to build models without wings is beyond me.....

## 80th Anniversary of the "1st Model Aeroplane Contest in the Northwest"

September 24 - 25, 1994

Everett, WA - Inside the Boeing 747 Factory (80 x 300 x 400 feet)  
Saturday 10:00 a.m. to 6:00 p.m. and Sunday 8:00 a.m. to 4:00 p.m.  
AMA sanctioned Category III Contest and Novice flying

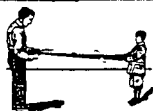


Events: AMA Cub, AMA Racer, Youth glider, IHLG (all bases), Catapult IHLG, IHLG (Hi Tech), Paper Airplanes, A-4, Profile/No Call, Mini-Stick, Penny Plane, Peanut, Boatman, Easy-B, FAC Scale, Old Timer, Pro-20, F1D, Indoor Twin pusher and several Miss Launch events.

This event is open to all model enthusiasts. Family members welcome. Tables and chairs provided for pre-registrants. Food service available. AMA membership required for AMA events.

Featuring: A Mentoring Experience for adults and youth  
Contest and novice flying  
Demos: CATIA, Videos, Construction Tips, Model displays  
Certificates of Participation to all  
Commemorative T-shirt (provided with registration fee)  
80th Anniversary publication

Who may attend: Any Northwest modeler with an indoor airplane may fly.  
Registration: Pre-Registration is required for security purposes and planning.  
\$10.00 for youth (7-18) and \$15.00 for adults (T-shirt included)  
September 15, 1994 (Early registration appreciated by September 1, 1994)  
Make check out to: BEAMS - 80th Anniversary Event  
Send registration to: BEAMS, Boeing Everett Activity Center  
Boeing Commercial Airplane Group  
P.O. Box 3707, MS OF-KA  
Seattle, WA 98124-2207  
For more info: Everett Activity Center, 1-206-342-5000  
Keith Varnau, 80th Event Coordinator, 1-206-885-2335



You are invited to fly indoor models  
September 24-25, 1994  
Inside the Boeing 747 Factory, Everett, Washington.  
AMA Sanctioned Category III, AAA Contest and Novice Flying.  
Pre-registration required!

There will be 20 different events, for the serious and novice modeler. Models will be flown inside the Everett 747 Factory, with a clear height of 80 feet. Air conditions have proven to be very stable, with doors closed/fans off. Tables and chairs will be provided around the perimeter of the flying site 300 by 400 feet. Commemorative T-shirts will be provided to modelers who pre-register by September 15th.

The theme for the 80th Event is, "Launching Our Youth into the 21st Century". Through all our efforts as competitors, educators, engineers and managers, we can inspire our youth to see ways math and science can be a fun experience in the air. A career in these fields for many adults started with an interest in model aviation. We need to encourage our youth in these traditions. They are the hope of our future work force.

A special model display of Free Flight, R/C, Control Line, R/C Gliders, and Indoor models will create a historical perspective to the modeling in the past 80 years. Several computer stations will be available to illustrate advanced technology in model airplane design and flight controls. Adults bring a kid. Kids bring an adult. Come to enjoy indoor flying at Boeing.

It is important for the modeling community to share the excitement of "model aeronautics" with youth so that the art and science of our industry will continue into the 21st Century.

After the 80th Anniversary Event, existing model airplane clubs are encouraged to assist in a mentoring process with interested youth to further study the principles of flight and ways to build and design model airplanes. Modeling by example is a hands-on process.

Registration for youth (\$10) adults (\$15). See reverse side of this letter for details. Call Everett Activity Center (206) 342-5000, or 80th Event Coordinator (206) 885-2335 if you have questions or comments.

Sincerely,  
  
Keith Varnau  
80th Event Coordinator

% Boeing Recreation - Everett,  
Boeing Commercial Airplane Group  
P.O. Box 3707, MS OF-KA  
Seattle, WA 98124-2207

Registration portion below ASAP to secure T-shirt and table assignment.

Registration: 80th Anniversary of the "1st Model Airplane Contest in the Northwest"

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: (city, state, zip) \_\_\_\_\_

Number of people attending: \_\_\_\_\_ Number of model contestant (adult) \_\_\_\_\_ (youth) \_\_\_\_\_

Information needed for: \_\_\_\_\_

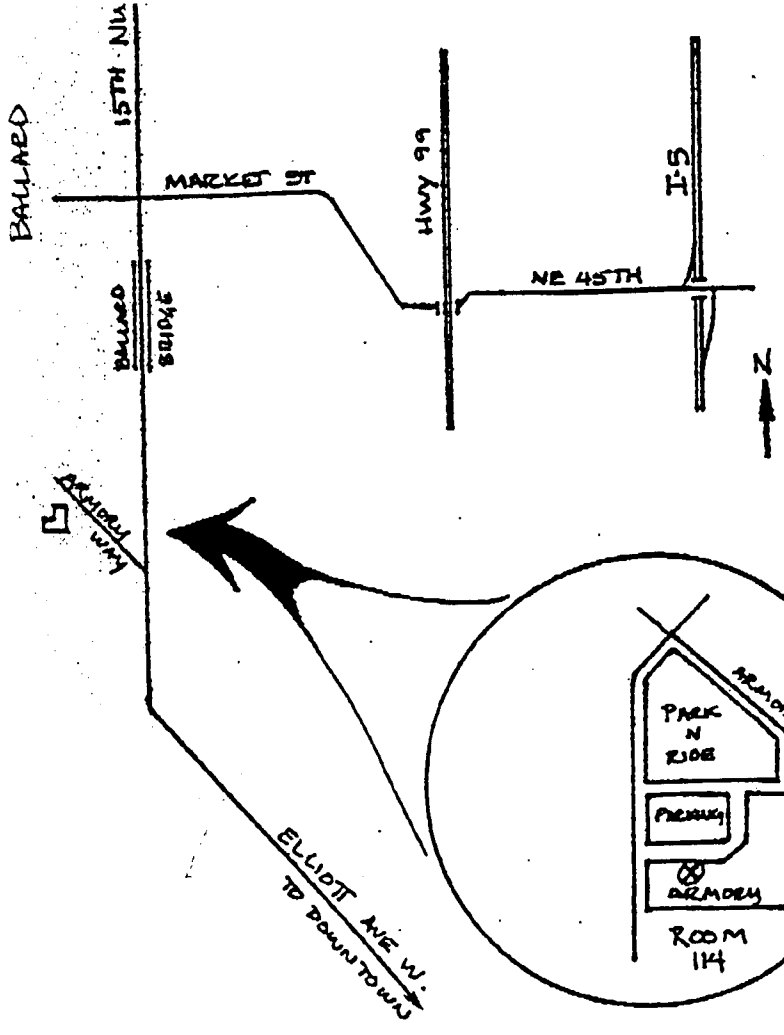
Boeing Security Pass: SS # of driver: \_\_\_\_\_ CitizenShip \_\_\_\_\_ Vehicle Lic # \_\_\_\_\_

Check box if you are: AMA Member \_\_\_\_\_ Seattle Public Library \_\_\_\_\_ Boeing Youth \_\_\_\_\_

Boeing Editor \_\_\_\_\_ Non-Member \_\_\_\_\_ Member of Flight \_\_\_\_\_ Years in Modeling \_\_\_\_\_ K-12 Teacher \_\_\_\_\_

Adult of Student \_\_\_\_\_ Member of Other \_\_\_\_\_ Other Activity and youth contest event register: \_\_\_\_\_

Boeing Recreation is a member of the Boeing Employees Aerodynamic Modeling Society (BEAMS) and is sponsored by: Boeing Recreation, Boeing Management Association, Seattle Public Library, Museum of Flight, and the Hobby Industry.



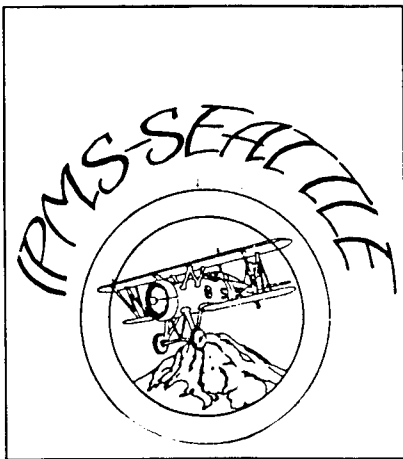
# NEXT MEETING!!

SATURDAY, SEPTEMBER 10 at 10.00am

NATIONAL GUARD ARMORY  
 Room 114  
 1601 W. Armory Way  
 Seattle, WA

From north- or southbound I-5, take the NE 45th st exit. Drive west on 45th under Highway 99 (Aurora Ave) to Market Street. Continue west on Market St to 15th Ave NW. Turn left and drive south on 15th Ave NW across the Ballard Bridge to Armory Way. Watch for signs!

If you are coming from south Seattle, take Highway 99 onto the Alaska Way viaduct to Western Ave. Follow Western north to Elliott. Continue north on Elliott to Armory Way. Watch for signs! There is plenty of parking in the Metro Park and Ride lot.



Membership information:

Andrew Birkbeck  
 3209 NE 98th St.  
 Seattle, WA 98115

Newsletter comments or submissions:

Kevin Callahan  
 31849 Pacific Highway S  
 Box 243  
 Federal Way, WA 98003



NEXT MEETING: Saturday, September 10 at 10.00am  
 See the above map for meeting location.

William Holowchuk  
 19627 133rd Dr SE  
 Snohomish, WA 98290