

Seattle Chapter News



Seattle Chapter IPMS/USA
May 2004

PREZNOTES



Well, we did it. Again. Our 2004 Spring Show was another great success. Jon and Tracy did their usual outstanding job of putting everything together and had the proverbial "well oiled machine" up and running by the time doors opened Saturday. Our larger venue was spectacular, to say the least, and there was plenty of room for everything. It was hard for me to figure out how we used only half the space last year. Stephen and Will had the judging well in hand again as well and registration, the raffle, and make'n'take all operated smoothly.

In addition, I would like to thank **everyone** in IPMS Seattle who stepped forward and offered their services with the model room setup on Friday evening, model registration, raffle drawing, hosting, the make'n'take, and the breakdown of tables after the show. It was a very good feeling to see so much help offered by the local members.

Although the number of models was down from last year (approximately 500 or so) the quality was outstanding, as usual. I was certainly inspired by some of models I saw. I few in my garage o' kits certainly advanced in the queue when I got home.

For those interested, I am planning a short recap after the regular meeting, over lunch, to see what (if anything) needs to be done for our next show.

A month or so ago, I discovered a set of plans for a paper model of the aircraft that did some of the flying scenes in the movie, *Flight of the Phoenix*. The aircraft, the Phoenix P1, was designed by Otto Timm, and was cobbled together from the front end of a T-6, the wings from a C-45, and the rest was built from wood and sheet metal. The aircraft crashed during filming, killing famed stunt pilot Paul Mantz. Unfortunately, they had to use another aircraft to finish the flying scenes for the conclusion of the movie, and they ended up using an O-47 (!), which looks **nothing**

like the Phoenix or C-82 for that matter. The interesting thing about the Phoenix was that it was about 30% smaller than the aircraft it was supposed to represent, a C-82. The plans for the paper model were done to 1/48th scale, which is the main reason I got so excited about it. I had the T-6 I could use for the front, but had to go out and buy a Battle Axe C-45 (the most expensive bag kits in the universe) for the wings. The central fuselage is just a straight tube so that's not too much of a problem, but where my difficulty lies is with the aft fuselage. It's a straight taper but I'm not sure about the best way to proceed. Turn it on a lathe (I'd need a lathe first), build it up with normal frame and rib construction methods, or something else that one of you brilliant modelers can suggest. I am completely open to suggestions...

Meanwhile, the weather outside as I write this is so beautiful I don't think I'm going to get too much done in the model room this day. I think I'll sit out on the deck and sip a tall cool one 'til sunset!

We'll see you at the meeting,

Terry

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Public Disclaimers, Information, and Appeals for Help

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

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

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

Upcoming Meeting Dates

The IPMS Seattle 2004 meeting schedule is as follows. All meetings are from **10 AM to 1 PM**, except as indicated. To avoid conflicts with other groups using our meeting facility, we must **NOT** be in the building before our scheduled start times, and **MUST** be finished and have the room restored to its proper layout by our scheduled finish time. We suggest that you keep this information in a readily accessible place.

May 8
July 10

June 12
August 14

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	M. _____ LAST		
Address: _____			
City: _____	State: _____	Zip: _____	
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$21 <input type="checkbox"/> Junior (17 years old or younger): \$9			
<input type="checkbox"/> Trade Member: \$21 <input type="checkbox"/> Canada & Mexico: \$25 <input type="checkbox"/> Other Foreign: \$28			
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)			
		P.O. Box: 2475 North Canton, OH 44720	
<small>Check out our web page: www.ipmsusa.org</small>			

2004 IPMS Seattle Spring Show

by Stephen Tontoni

On Saturday, April 17, IPMS Seattle held its annual Spring Show at the Renton Community Center. Some of you might recall the center from last year; we had rented a gym and had the registration tables out in the hall and some vendors actually on the lawn. What a nightmare! I have no idea how we fit in there last year.

This year, we rented **two** gyms with the convertible wall between them stowed to make one giant room. It worked like a charm; the space was more than adequate, with plenty of room for people flow as well as model viewing. Tracy White, in designing the table plan, had something like eight feet between tables! That's quite a bit more than the standard IPMS "two butt rule" for table spacing. On more than one occasion, I heard the comment comparing the venue to the IPMS USA Nationals. Well, this space isn't that big, but it's damn impressive.

In renting two gyms, we were taking a lot of financial risk that had many of us wringing our hands and pacing like expectant fathers right up to the show day. We did our homework though, and had raised all the fees to cover the extra expenses. Although not all the numbers are yet available, we did finish with a healthy little profit this year. As for other statistics, it seems that the number of modelers was down slightly this year while the number of spectators had increased dramatically. There were fewer models than there were last year; apparently there were somewhere around 500 models present this year as opposed to 700 some last year. Our aircraft categories were bursting at the seams though; the intrepid judging staff had to make more splits than we were prepared to accommodate. Next year, I'd like to see more automotive and ships; c'mon people.

Mark Thompson from *FineScale Modeler* was there taking pictures of models all day long (some of us will be included in a future issue!) We also had modelers from Idaho, Portland, Oregon, and Vancouver, BC come in for the show. Many of these guys also joined our judging staff. It was terrific to have a mix of fine modelers like that. I'm always happy to work with a diversity of judges and they all did a great job. Come again next year!

The raffle was a high point of the day; Norm Filer, our marvelous money man, had allocated \$300 to purchase goodies for the raffle. I had the thrill of doing the shopping... **Woo Hoo!** With that seed money, we put the really good stuff on the raffle table, then members came forward with more filler to make a well-rounded table. Then, however, Skyway Model Shop, Farwest Hobbies, and Just Planes donated even more goodies; I can't thank these guys enough. They donated things that we really couldn't have afforded to buy.

To keep the big stuff on the tables longer, I went through the pile that Saturday morning, applying stickers with drawing times. Those items would not be released until the time of the sticker had passed. Drawings were every half-hour from 10:00am to 3:30pm and there were about 20 items per drawing. You do the math; there

was a lot of stuff there! Keeping the big stuff on the tables until later in the day proved to be very exciting; it was quite a feeding frenzy by the end of the day when the deluxe Aztek airbrush set donated by Farwest and the Trumpeter Hind from Skyway Model Shop were given away.

Will Perry did a terrific job of making last minute judging changes and coordinating the Best Of Aircraft, Armor, Automotive, Naval, and Figure categories. Jon Fincher has found his calling as a public address speaker; once he had the microphone in hand by the afternoon, there was no telling what might come out of his mouth. He had everyone chuckling, but just as importantly, he had everyone listening. Bob LaBouy had procured a number of kits from IPMS USA and sat at a Make-n-Take table all day long. For free, kids could come in and build a simple kit with adult supervision, plus get a free kit to take home. The free kits were donated by Galaxy Hobbies and by me.

If you are one who missed the IPMS Seattle Spring Show this year, make plans early to attend in 2005. The 2005 date has not yet been set, but we'll be using the same venue again. Make sure to keep an eye on our website (<http://www.ipms-seattle.org>) for any updates on the 2005 show.



OK, what is this very nice 1/48th model? (Answer overleaf)

IPMS Seattle Show Photos

by Andrew Bertschi, Stephen Tontoni, and Brian Geiger

Trivia answer from previous page - It's an I.M.A.M. Ro.57, an obscure twin-engined fighter used in small numbers by Italy during WW2. Unfortunately, I don't have the name of the modeler.



This page, clockwise from top: Wayne Holmes' magnificent vacuform Dynavector 1/48th scale De Havilland Sea Vixen was awarded Best of Show, Best Aircraft, and Best British Subject. Wayne detailed both crew stations, and scratchbuilt the radar and wing folds; A beautiful Ducati motorcycle; IPMS Vancouver awarded their Best Figure trophy to Robert Burik's model of Edward the Black Prince





This page, clockwise from top left: George Stray took first in five armor categories, including this 203mm Russian Howitzer, which was named Best Armor; Mike Millette works the raffle table; This '37 Ford Coupe by Joe Spitzer won Best Auto; Doug Girling's 1/72nd scale Fouga Magister in Irish markings; Terry Moore's U-19 Coral Reef





Clockwise from top left: Ross Whitaker's Airco D.H.2 won the Biplane category; Steve Cozad's PZL P.11c not only won the very competitive 1/48th scale Single Prop/Allies category, but also the special award for Best Small Air Forces Aircraft; a "buxomized" (that's what the entry sheet said) Rosie the Riveter; This scene of Terry Labonte calmly standing beside his wrecked Monte Carlo won Terry Davis the Best Diorama award; Rich Hoard's Do 335 took home the Ted Holowchuk Award for best finish.



And the winners are...

001 Junior Aircraft

1	1930 race plane	Sean Chenoweth
2	SBD-3 Dauntless	Kevin Johnson
3	F-15C Eagle	Kevin Johnson
HC	SAAB J.21A	Evan Arnold

002 Junior Armor

1	M113	Colin Ference
2	M-1 Abrams	Tyler Pollack
3	T-34	Sean Chenoweth

003 Junior Automotive

1	Olds W30 442	Morgan Scott
2	Deusenberg	James McCowen
3	Batman Futura	Duncan Scott

004 Junior Space/Sci fi

1	Giant Robot	Eric Benka
2	Emperor's Champion	Mark Chilenski
3	Green Man Alien	Sean Chenoweth

005 Junior Prefinished

1	Honda Civic	James McCowen
2	Nascar Dale Earnhardt	Sean Chenoweth
3	426 Hemi	James McCowen

006 Junior misc

1	Guillotine	James McCowen
2	USS Arizona	Morgan Scott

101 Aircraft 1/73rd and smaller

1	RCAF C-47	Glenn Adams
2	Supermarine Scimitar	Herb Arnold
3	FM-2/F4F-3	John R. Lee

102 Aircraft 1/72nd Single Prop

1	Junkers Ju 87G	Russ Field
2	Gotha Go145	Herb Arnold
3	N.A. P-51B	John R. Lee
HC	Junkers Ju 87G (winter)	Stephen Tontoni

103a Aircraft 1/48th Single Prop/Axis

1	Focke-Wulf Fw190D-12	Les Knerr
2	Focke-Wulf Fw190F-8	Dave Sherrill
3	Focke-Wulf Fw190D-9	Dave Sherrill
HC	Nakajima Ki-84a	Rich Hoard
HC	Nakajima A6M2-N	Ian Robertston

103b Aircraft 1/48th single prop/USA

1	Eastern TBM Avenger	Thom Morton
2	N.A. P-51B	Don Schwendiman
3	Republic P-47D	Dave Sherrill
HC	P-47D (natural metal)	Bob LaBouy

103c Aircraft 1/48th single prop/Allies

1	PZL P.11C	Steve Cozad
2	Canadian Hurricane	Ricky Wong
3	Supermarine Spitfire Mk.I	Scott Rowland
HC	Bell P-39Q-5	Bob Windus
HC	N.A. Mustang Mk.III	Les Knerr

104 Aircraft 1/72nd multi-prop

1	Bristol Beaufighter	Terry Schuler
2	Lockheed P-38 Lightning	Ross Hillman
3	Northrop N-9M	Tim Nelson
HC	Lockheed P-38 Lightning	Gary Dycke

105a Aircraft 1/48th multi-prop/Allies

1	N.A. B-25H Mitchell	Joseph Brown
2	D.H. Mosquito Mk VI	Joseph Brown
3	Bristol Beaufighter	Allan Gates

105b Aircraft 1/48th multi-prop/Axis

1	Dornier Do 335A-1	Rich Hoard
2	Henschel Hs 129B-2	Allan Gates
3	SM 79	Ian Robertston
HC	Henschel Hs 129B-2	Mike Howard
HC	Junkers Ju 188E-1	Alan Edwards

106 Aircraft 1/32nd and larger prop

1	Focke-Wulf Fw 190D-9	Les Knerr
2	Messerschmitt Bf 109G-6	Les Knerr
3	Focke-Wulf Fw 190D-9	Rich Hoard
HC	N.A. P-51D	Chris Morris

107 Aircraft 1/72nd single jet

1	MDD T-45 Goshawk	Cliff Bailey
2	MiG-21MF	Ruud Van Der Salm
3	Aero Albatross	Will Perry
HC	SAAB Draaken	Ruud Van Der Salm
HC	N.A. X-15	Tim Nelson

108a Aircraft 1/48th single jet/USA

1	N.A. F-86D	Bob Windus
2	Douglas A-4F Skyhawk	Bob LaBouy
3	Vought F-8E Crusader	Bob LaBouy
HC	Lockheed JF-104A	Mike Howard
HC	Lockheed CT-33A	Chris Morris

108b Aircraft 1/48th single jet/non-USA

1	Me 163-BO Komet	John Frazier
2	AMD Etendard	John Hayes
3	Lockheed F-104G	Brian Birk
HC	Lockheed CF-104	Brian Birk
HC	GD F-16A	Mike Millette

109 Aircraft 1/72nd multi jet

1	Sukhoi Su-27	Warwick Wright
2	Lockheed YF-22A	Russ Field
3	Fouga Magister	Doug Girling

110 Aircraft 1/48th multi jet

1	MDD CF-18	Brian Birk
2	Dassault Rafale 7	John Hayes
3	Messerschmitt Me 262	David Sherrill
HC	Arado Ar 234C	Joseph Brown

111 Aircraft 1/32nd and larger jet

1	MiG-29	Chris Morris
2	MDD CF-18	Brian Birk
3	MDD F/A-18C	Barry Bidwell

112 Civil, Sport, Racing, Airships, all scales

1	EXTRA 300	Barney Dunlevy
2	EXTRA 300	Barney Dunlevy
3	Hindenburg	John R. Lee

113 Airliners, all scales

1	Boeing 767-300ER	Geoff Smith
2	Boeing 777-200	John R. Lee
3	Douglas DC-3	John R. Lee

114 Rotary Wing, all scales

1	Flettner "Kolibri"	Cliff Bailey
2	Bell 47	Gerry Nilles
3	Bell 47G4	Bob Windus
HC	Focke Achgelis Fa 330	Russ Field

115 Biplane/Vintage, all scales

1	Airco DH2	Ross Whitaker
2	Sopwith Strutter	Ross Whitaker
3	Fokker D.VIII	Mike Tsoumpas
HC	Spad XIII	Jay Mullins

116 Misc Aircraft, scratchbuilt, vac, conversions

1	DH Sea Vixen	Wayne Holmes
2	Supermarine Seafang	Ross Whitaker
3	Dornier Do 217N-2	Ralph Braun

201a Armor, 1/35th and larger, closed top through 1945, Axis

1	StuG III	George Stray
2	Ferdinand	Ian Robertston
3	Panther II	Glenn Ryder
HC	Panther II	Brian Geiger

201b Armor, 1/35th and larger, closed top through 1945, Allied

1	KV-1B	George Stray
2	Churchill	George Stray
3	T-34	Roy Schlicht
HC	Char FCM1C	David Hansen

202 Armor, 1/35th and larger, closed top after 1945

1	Warrior	Talino Bruno
2	Patton	Talino Bruno
3	T-72	Jay Mullins

203 Armor, 1/35th and larger open top AFV, half track, SP guns

1	Scout car	George Stray
2	Panther Recovery Vehicle	Mike Rugani
3	Mather III	Jay Mullins
HC	222	Brian Yee

204a Armor, 1/36th and smaller, all eras and subjects, Axis

1	Elefant	Russ Field
2	Leopard	Russ Field
3	Panzerjaeger	Russ Field

204b Armor, 1/36th and smaller, all eras and subjects, Allied

1	Ambulance	Michael Kippenhan
2	GAZ 67	Michael Kippenhan
3	Matilda	Rick Bennett

205 Armor, soft-skinned , all eras and scales

1	GPA Ford	George Stray
2	Gaz Field Car	George Stray
3	Ford GPA Jeep	Doug Chadwick
HC	Horch staff car	Mike Millette

206 Towed Artillery & missiles, all eras and scales

1	203mm Russ. Howitzer	George Stray
2	SPZB 41	Dale Moes
3	SIG Int'l gun	Dale Moes

207 Armor, misc, scratchbuilds, conversions

1	ZIS 5	Vlad Yukobov
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301 Figures, smaller than 54mm (excluding 1/35)

none entered

302 Figures, 54mm (including 1/35)

1	Waffen SS	Dan Johnson
2	Canadian Tank Comm.	James Gater
3	Richard the Lionhearted	Talino Bruno
HC	1914 Prussian Guard	Jon Fincher

303 Figures, larger than 54mm

1	Persian Chariot	Steve Cozad
2	British Infantry	Steve Cozad
3	Edward the Black Prince	Robert Burik
HC	Continental Marine	Stan Cozad

401 Ships, powered 1/700th and smaller

1	Russian Armored Cruiser	Vlad Yukobov
2	I.J.N. Takao	Bill Cianci
3	Soviet Destroyer	Vlad Yukobov

402 Ships, powered larger than 1/700th

1	Russian River Gunboat	Michael Kippenhan
2	CSS <i>Manassas</i>	Larry Gaye
3	<i>Shiranui</i>	Rodney Mead
HC	U-19 <i>Coral Reef</i>	Terry Moore
HC	German Torpedo Boat	Gary Weeks

403 Ships, Unpowered

no entries

404 Submarines

- | | | |
|----------|-----------------------------|--------------------------|
| 1 | CB5 midget submarine | Michael Kippenhan |
| 2 | Chinese missile sub | unknown |
| 3 | SSN <i>Skipjack</i> | Steve Sturgis |

501 Automotive, factory stock

- | | | |
|----------|------------------------------|-------------------------|
| 1 | '99 Mitsubishi Lancer | Shannon Di Maulo |
| 2 | '58 Corvette | Wayne Holmes |
| 3 | '39 Ford Coupe | Joe Spitzer |
| HC | Ferrari 250 GTO | Dave Arnold |

502 Automotive, Hot Rods

- | | | |
|----------|-----------------------|--------------------|
| 1 | '37 Ford Coupe | Joe Spitzer |
| 2 | '29 Ford pickup | Everett Quam |
| 3 | '27 Ford | Everett Quam |
| HC | '48 Ford convertible | Everett Quam |

503 Automotive, Custom

- | | | |
|----------|----------------------|--------------------|
| 1 | VW Highboy | Steve Hilby |
| 2 | '49 Ford | unknown |
| 3 | BMW X5 | Gerardo Partida |
| HC | Plymouth convertible | Bob Woldeit |

504 Automotive, Pickup trucks

- | | | |
|----------|---------------------------|----------------|
| 1 | '50 Ford tow truck | unknown |
| 2 | '72 Chevy tow truck | unknown |

505 Automotive, commercial truck, van, fire/rescue

- | | | |
|----------|----------------------------|-----------------------|
| 1 | Peterbilt 378 truck | Robert Clausen |
| 2 | '50 Ford fuel truck | unknown |
| 3 | ALF pumper | Carl Kietzke |

506 Automotive, competition, closed wheel

- | | | |
|----------|-----------------------|----------------------|
| 1 | Dodge Intrepid | Herb Pfeiffer |
| 2 | '69 Mercury Cyclone | Herb Pfeiffer |
| 3 | Aston Martin DBR-1 | Rodney Mead |

507 Automotive, competition, open wheel

- | | | |
|----------|------------------|----------------------|
| 1 | Honda F-1 | Herb Pfeiffer |
| 2 | Lotus JPS Mk.III | Herb Pfeiffer |
| 3 | Ferrari 126CZ | Dave Arnold |

508 Automotive, motorcycle

- | | | |
|----------|---------------------|-----------------------|
| 1 | Ducati 900MH | David Campbell |
| 2 | Yamaha V Max | David Campbell |
| 3 | Honda Steed | Dave Arnold |

601 Space fact

- | | | |
|----------|--------------------------------|-------------------|
| 1 | Shuttle <i>Columbia</i> | Tim Nelson |
| 2 | Shuttle <i>Atlantis</i> | Don Conrad |
| 3 | N.A. X-15A-2 | Todd Pollock |

602 Science Fiction, vehicles

- | | | |
|----------|---------------------------|-------------------|
| 1 | Spin Drift Orbiter | Troy Enlow |
| 2 | Mars to Jupiter racer | Steve Sturgis |
| 3 | RGM-79C GM Type C | Jerimiah Tapia |

603 Science Fiction, Figures and creatures

- | | | |
|----------|-------------------------------------|--------------------|
| 1 | The Thing from Another World | Terry Moore |
| 2 | Solar Wind | John Thirion |
| 3 | Ral Partha Light Cavalry | Rick Bennett |
| HC | Captain Marvel | Steve Hilby |
| HC | Sunglia | Janine Bennett |

701 Diorama, Aircraft

- | | | |
|----------|--------------------------|---------------------|
| 1 | B-17G on airfield | Bryan Straub |
| 2 | Me323 Gigant | Dan Johnson |

702 Diorama, Automotive

- | | | |
|----------|---------------------------|--------------------|
| 1 | NASCAR Monte Carlo | Terry Davis |
| 2 | Farm Scene | Morris Johnson |

703 Diorama, Armor

- | | | |
|----------|---------------------------------|----------------------|
| 1 | "Die Rueh ver dem Sturm" | Paul Lindgren |
| 2 | "Road Ends" | Ricky Wong |
| 3 | "Saturday in the Park" | Dale Moes |
| HC | ATG in hedgerow | George Haase |

704 Diorama, Space/Sci Fi

no entries

705 Diorama, Naval

no entries

706 Diorama, Figure

- | | | |
|----------|---|---------------------|
| 1 | Gettysburg "For God and Country" | Robert Burik |
| 2 | Viet Nam fireteam Tet Offensive | James Gater |
| 3 | Skeletoid & Swampthing | George Haase |

801 Collection (5 or more models that relate)

- | | | |
|----------|------------------------------|--------------------------|
| 1 | Pitts Aero Collection | Barney Dunlevy |
| 2 | Bf109s | Boise Mad Dog Modellers |
| 3 | Foreign Hurricanes | Stephen Tontoni |
| HC | Constitution class Starships | Galaxy Hobby Sci-Fi club |

802 Flights of Fancy, all scales

- | | | |
|----------|--------------------------|----------------------|
| 1 | Focke-Wulf Ta 183 | Dave Sherrill |
| 2 | Victorian airship | Harry Avis |
| 3 | Focke-Wulf Ta 183 | Dan Johnson |

803 Pre-finished (all subjects, scales)

- | | | |
|----------|---------------------|---------------------|
| 1 | '50's Batcar | Doug Packard |
|----------|---------------------|---------------------|

Continued on page 16



The 1949 Schneider Trophy Race

by Tim Nelson

Photo and Map by Jim Schubert

Art by Jon Farrelly and Stephen Tontoni

Introduction

An idea has recently emerged which has the potential to be great fun - a group build of entries in a mythical 1949 Schneider Trophy Race.

Background

The Schneider Trophy race was one of aviation's premier events during the period from 1913 to 1931. The trophy, established by the wealthy French aviation enthusiast Jacques Schneider, promoted the development of "hydro-aeroplanes" via racing, and led to dramatic contests between the major aircraft producing powers. Names such as Deperdussin, Savoia, Curtiss, Macchi, and Supermarine became synonymous with speed, grace, and power. The Schneider races brought about many advances in aerodynamic and powerplant design, some of which bore fruit years later when the participating nations became combatants in the Second World War.

The United States and Italy both came close to permanently retiring the Schneider Trophy, by nearly reaching the agreed-upon criterion of winning three consecutive races. The British finally pulled it off in 1931 when no other nation was prepared to compete on the scheduled date; they sent a Supermarine S.6B aloft and won the race unchallenged. This achievement, following their wins in 1929 and 1927, secured the Schneider Trophy permanently for Great Britain.

What If?

Nothing is permanent. In the years following World War 2, the community of nations sought ways to heal the wounds of the horrific war they had just experienced. The jet age was dawning, while piston engine technology was at its zenith. Rocketry was emerging as a technology of great promise. Rapid strides were being made in speed, altitude, and range capabilities. What better way to unite the world in the new age of technology than with sport? What better way to beat swords into ploughshares than to take the killing machines of the recent conflict and turn them into chariots of peaceful competition? What more graceful form of aircraft than the seaplane? Thus was resurrected the Schneider Trophy race.

Great Britain, still stinging from allegations of "unsporting" behavior in 1931, and

feeling benevolent being among the victorious Allies in the war, proposed the idea of a renewed Schneider competition in the spring of 1946. Recognizing the long lead time required for an advanced technological endeavor of this nature, a committee of participating nations set October 26, 1949 as the date for the great event. As the most recent winner, Great Britain retained the privilege of selecting the race site, and selected a course over the Firth of Forth, off Edinburgh, Scotland. The airfaring nations of the world thus girded their loins for an event of Olympic proportions.

The Course

The Edinburgh/Firth of Forth site was chosen to make a clean break from the previous British-hosted Schneider races in the Portsmouth area. The course layout gave consideration to the advancements in speed since 1931, the need for significant support facilities, and the likely tremendous crowds wishing to see the spectacle. Both Cunard and Canadian Pacific moored their top ocean liners inside the main pylons, and sold Race week packages for enthusiasts to enjoy the proceedings in style.

The final original Schneider races in 1929 and 1931 took place on courses of slightly different layout but based on seven laps of approximately 50 km each. The 1949

Edinburgh course was lengthened to a 113.86 km triangular layout, with six anti-clockwise laps for a total race distance of approximately 683 km. Altitude during the race was limited to no more than 1,000 ft.

Race results, consistent with earlier Schneider tradition, were based on the minimum time to complete the race distance, not a head to head competition for position. The course layout required that race designers consider speed, maneuvering capability, and range. The city of Edinburgh provided ample harbor facilities for race logistical support, and the north and south shores of the Firth afforded ample viewing sites for the throngs. A large area in the middle of the course was set aside for boats.

Unseasonably warm and clear weather set the stage for a spectacular event.

The Models

Entries in the 1949 Schneider race were considered "Unlimiteds", only subject to the following criteria:

-Must be seaworthy (must appear able to float unattended for an extended period, and takeoff/land on water)

-Must be airworthy (must appear able to maneuver on the course and fly the race distance of 683 km, with pit stop(s) at entrant's discretion; no jettisonable equipment such as drop tanks, JATO/RATO bottles, etc.)

-Corporate sponsorship(s) with associated signage acceptable (must be appropriate for the era)

Models of the '49 race entries should meet the following simple criteria:

-1/72nd scale (for the widest range of possibilities, lowest cost, most rapid construction)

-Limited to late 1940s or earlier technology



-Include a "history" of the development and racing preparation of the prototype

The choice of subject, nation, technology, pilot, etc., is yours. **To ensure that racing numbers are not duplicated, please contact me (Tim Nelson) at nelsontd@gte.net or 425-823-5227 to either request or be assigned a racing number for your steed(s).**

The Display

It is proposed to show the fruits of this project (referring to the models, not the modelers) in a special display at the February 2005 Northwest Scale Modelers Model Show at Seattle's Museum of Flight. We are planning a special section of the show dedicated to this display, with significant billing in the promotion of the show. Each model will be displayed with its "history". Please target your efforts for completion in time to support this event.

We will use this opportunity to promote attending the 2005 IPMS/Seattle Spring Show to find out the "race" results.

The Contest

A special contest category is planned for this project at the 2005 IPMS/Seattle Spring Show. The 1949 Schneider Trophy will be awarded based on standard IPMS criteria, i.e., quality of workmanship, as determined by a panel of eminently qualified but non-participating judges: John Alcorn - well known scratchbuilder and author; John Amendola - well known aviation artist; and Bob Dempster - Director of the Seattle Douglas World Cruiser Foundation.

There will be additional special awards based on such considerations as: Design Brilliance, Likely Race Winner, Most Creative, etc. If you covet '49 Schneider glory in 2005, plan on a clean, creative build that considers some of the technical realities of the exercise.

In addition to formal judging, we are considering a separate "Peoples' Choice" award based on attendee voting.

Epilogue

Several fun possibilities await at the conclusion of this project, including an article for next April's *Internet Modeler*, an

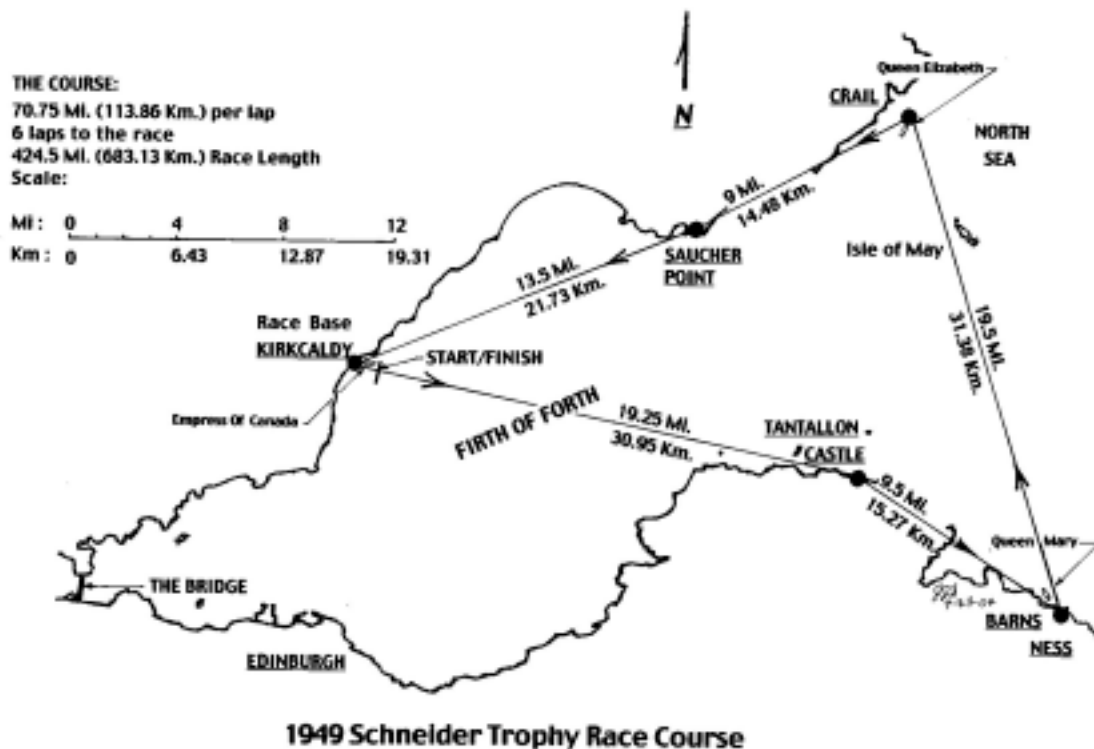
article or Gallery photo for *FineScale Modeler*, an article for the *IPMS Quarterly*, etc.

If we enjoy the project, we could revisit it every few years and do mythical Schneider events for 1959, '69, '79, etc., with appropriate entries for those eras.

But first things first. The 1949 Schneider Trophy Race project is a chance to be creative, put most of your reference materials aside, and have some fun modeling. There is a lot of initial excitement and enthusiasm, which I hope translates into a large collection of strange and wondrous "hydro-aeroplane" models in early 2005.



On the left, the Supermarine S.6B, 1931 Schneider Trophy winner. By winning three times in a row the trophy was retired in British possession. Shortly afterwards this airplane set the World Air Speed record at 407 MPH. On the right, the Macchi-Castoldi M.C.72; not ready for the 1931 race, this airplane, in April 1934, set the World Air Speed record at 424 MPH, and six months later raised it to 441 MPH.



For The Fun Of It All

by Terry D. Moore

One of the special awards at our recent Spring Show was Scott Kruize and Ken Murphy's "Now and Then" award, where the object of the category as I understand it, is to essentially to build a model as you did when you first started modeling. In my case that was about 45 years ago. Unfortunately, I didn't have anything in my collection anywhere near that vintage. However, on a recent trip to Skyway Hobby, I found a Starfix Spitfire. Starfix has garnered a reputation of **not** producing some of the better injection molded kits that are available today. As a matter of fact, they appear to be a throwback to the days when I first started model building. So, handing over a whopping \$3 to Emil, I walked out with a 1/48th scale Starfix Spitfire Mk 21 to build for the "Now and Then" award. I am not familiar with the history of Starfix Models so I can't tell you whether or not the mold is an old one or generated relatively recently. There is no date reference anywhere on the model or the box. What it does have is the "look" of a kit over 40 years old. And that is, putting it mildly, crude. First of all, the box says that it's 1/48th scale. About the only thing that's 1/48th scale are the exhausts. The model looks like it is approximately 1/48th scale at the nose, but the tail appears closer to 1/72nd scale. And the wings? Who knows. It has raised rivets and the rivets on the wing angle out from the centerline! The cockpit consists of a two-part seat and a "pilot figure" with a modern helmet and chest pack parachute! The canopy...well, it is molded in clear plastic. That's being kind. As to its resemblance to a Spitfire Mk 21? The best comparison I can make is that I look like Terry Moore, the actress.

My favorite aspect of the model is the decal instructions: "INTRODUCE FOR 5 MINUTES THE DECORATING LABEL IN WATER. AFTER ITS WETTING, PRESS

THE LESS GLOSSY PART OF THE IMAGE YOU WANT TO STICK ON THE PLACE OF THE TOY INDICATED IN THE DRAWING"

Needless to say, the decals were quite unusable. I took the model along with me on a short vacation, along with the least amount of tools necessary to complete the model: Xacto knife, two brushes, liquid glue, and five bottles of paint. That's it. No nippers, no putty, no files, no airbrush, no references. The model only took an hour to assemble and it took about an hour or so to paint - using colors as indicated on the box for the most part. Since the decals from the kit were unusable I dug out the oldest decals in my collection - from an Airfix Anson - well over 40 years old and used those. I had fun with it even though it was a horrible model and I felt that I had set the Wayback Machine to 1959! And I fulfilled the purpose of the exercise - to build a model without most of the things we take for granted today. And perhaps, most important, when was the last time **you** built a model in three hours? By the way, it didn't win, but that's OK - I enjoyed the the fact that I could glue a model **with** fingerprints, didn't have to use **any** putty, and that I **could** still use a paint brush after all these years.



Nakajima Ki-115 Walkaround Site

by Gordon Erickson

I found this site with some good walkaround photos of the NASM's Ki-115 while surfing the Internet. It should be useful to anyone building the new Eduard 1/48th scale Ki-115 Tsurugi:

<http://www.geocities.com/~scottvanaken/closeups/115cu.html>

To get to the walkaround pics you need to click on the "To The Image Guide" link at the bottom of the page.



Jach 1/72nd Scale Baynes Bat

by Chris Banyai-Riepl

Okay, there's no way around it, this is simply a bizarre little plane. Apparently this plane was a 1/3rd scale model of a proposed large assault glider that was going to be able to carry a tank. While the full-sized glider was never built, this small model version was and it flew in 1943.



Like the original, this is one simple model. There are a total of eleven gray plastic pieces, a single clear canopy piece, with a small photo-etch fret containing an additional eight more pieces. Finishing out the kit contents is a small decal sheet providing markings for the sole example of the Baynes Bat. The plastic parts have recessed panel lines in the few places where there were panels (I'd guess that this plane was constructed either out of wood or wood and fabric). Overall, there should be little to no cleanup needed with this kit.

Construction is incredibly simple. The interior consists of a floor, a rear bulkhead, an instrument panel, a seat, and a control stick. This is sufficient, considering how small the cockpit opening is and the fact that the original probably had little more than this anyway. The completed interior is sandwiched between the two fuselage halves. Under the fuselage goes the brass skid, while the nose gets a brass ring and pitot. A clear canopy finishes the fuselage assembly.

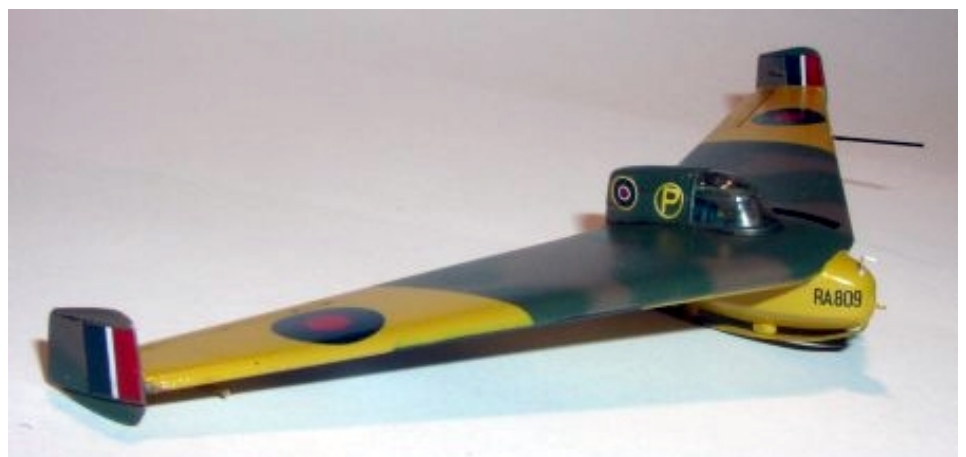
For the wings, well, that is simple. They are solid right and left pieces, with separate vertical fins on the end. The remaining brass details form the counterweights to all the control surfaces. With those in place, this model is finished.

For painting, there is only one option, and it is a fairly colorful one. The upper surfaces are camouflaged in dark earth and dark green. The outer upper wing panels and all the under surfaces are yellow, with

black stripes on the under surfaces. Roundels are in the usual six positions, and a yellow prototype circle P is on the fuselage.

This looks like a great little weekend project. The simple construction and colorful finish will make it a nice obscure addition to any 1/72nd model collection.

[Thanks again to Chris and www.internetmodeler.com - ED]



Upcoming Model Shows and Aviation Events

Saturday, May 15

Cascade Warbirds Fly-In. 10 am - 5 pm. Museum of Flight, 9404 East Marginal Way South, Seattle. Phone: 206-764-5720. Web site: <http://www.museumofflight.org/>

Saturday, May 29 - Sunday, May 30

D-Day Flyers. On both Saturday and Sunday at 2:00 p.m., panels of D-Day flyers in the William M. Allen Theater will share their experiences and take questions from the audience. Panelists currently lined up include B-17 pilot Ike Alhadeff, B-17 pilot Keith Anderson, B-17 ball-turret gunner Walter Bergstrom, B-26 bombardier/navigator Kenneth Brown, B-17 ball-turret gunner Vaughn Erickson, P-51 pilot Kelly Gross, P-47 pilot Ralph Jenkins, and P-38 pilot Stanley Richardson. Greg Pierce of the 8th Air Force Historical Society will moderate both panels. MOF.

Sunday, May 30

Marauder Man: A Multimedia Presentation by Author Kenneth Brown. 1 p.m. to 2 p.m. Kenneth Brown, author of *Marauder Man: The Story of the Bomber That Made D-Day Possible* (I Books, 2004), will discuss the contribution of the Martin B-26 Marauder medium bomber and its brave crews to the Allied success on D-Day. MOF.

Saturday, June 12

Region 7 IPMS RECON, presented by Lt Alexander Pearson Modeleers. Show theme: Pride of the Red Star Republic...or Anything Red. 9 am - 4 pm. Museum admission: Adults, \$5; Seniors, \$4; Age 13-18, \$3; Ages 6-12, \$2. Contest entry: Adults - 1-3 models, \$5, \$1 for each additional model; Juniors 11-17, \$1 each model; Juniors 10 and under, free. Pearson Air Museum, 1115 E 5th, Vancouver, WA. For more information, phone 503-806-5477; e-mail Light.Man@verizon.net; web site, www.angelfire.com/wa3/ipmspearsonmodeleers/

Saturday, September 18

Evergreen Museum Model Show & Contest, presented by Portland Oregon IPMS and the Evergreen Aviation Museum. Show theme: Remembering Those Who Serve... 9 am - 4 pm. Museum admission: Adults \$11; Seniors \$10; Children \$7. Contest Entry: Adults, \$5 for 1-4 models, \$1 for each additional model; Juniors 11-17, \$1 per model; Juniors 10 and under, free. Evergreen Aviation Museum, 500 Michael King Smith Way, McMinnville, Oregon. For more info, Brian Yee, 503-309-6137, web site, www.geocities.com/oregonshow

Friday, October 1 - Saturday, October 2

Sci-Fan. The Northwest's premier science fiction and fantasy modeling show. Entry fee: \$5 for up to five models; \$1 for each additional model. Galaxy Hobby, 196th and Highway 99, Lynnwood, WA. Phone 425-670-0454; e-mail info@galaxyhobby.com; web site, www.galaxyhobby.com

Saturday, October 2

Show Off the Good Stuff Model Show 2004, presented by Palouse Area Modelers, and Hodgins Drug & Hobby. Registration 8 am - 11 am; show opens at 10 am. Entry fees: Adults, \$5 for unlimited models; Juniors, free; spectators, \$1. Moscow Moose Lodge, 210 N. Main, Moscow, Idaho. For more info: Wally Bigelow, 605 NW Fisk #27, Pullman, WA, 99163. Phone: 509-334-4344.

Saturday, October 9

IPMS Vancouver 34th Annual Fall Model Show & Shop Meet. 9 am - 4:30 pm. Admission: Adults, \$2CDN; 16 and under, free. Model registration: Adults, \$5 CDN; 16 and under \$2 CDN. Bonsor Recreation Complex, 6550 Bonsor, Burnaby, BC, Canada. For more info, contact Warwick Wright, 604-274-5513; e-mail jawright@telus.net; web site, www.members.tripod.com/~ipms

Saturday-Sunday, October 16-17 or 23-24

7th Annual Model Show and Contest, presented by Aleutian Tigers/ IPMS Fairbanks, Alaska. Date TBA. Entry fees: \$1 per model up to five models, additional models free. Pioneer Aviation Museum, Pioneer Park, Fairbanks, Alaska. Web site, www.alaska.net/~gidg/index.html

Show Winners*from page 9***804 Miscellaneous**

- | | | |
|----------|-------------------------------|-------------------|
| 1 | Le Rhone rotary engine | Don Conrad |
| 2 | Wright J-5 engine | Larry Pettit |
| 3 | Derby car model | Dave Arnold |

- | | | |
|-----------------------|--------------------------|-------------------|
| Best Junior | Giant Robot | Eric Benka |
| Best Automotive | '37 Ford Coupe | Joe Spitzer |
| Best Science Fiction | Thing from Another World | Terry Moore |
| Best Figure | Persian Chariot | Steve Cozad |
| Best Military Vehicle | 203mm Howitzer | George Stray |
| Best Diorama | NASCAR Monte Carlo | Terry Davis |
| Best Ship | Russian River Gunboat | Michael Kippenham |
| Best Aircraft | De Havilland Sea Vixen | Wayne Holmes |

Special Awards (Award/Sponsor/Subject/Modeler)

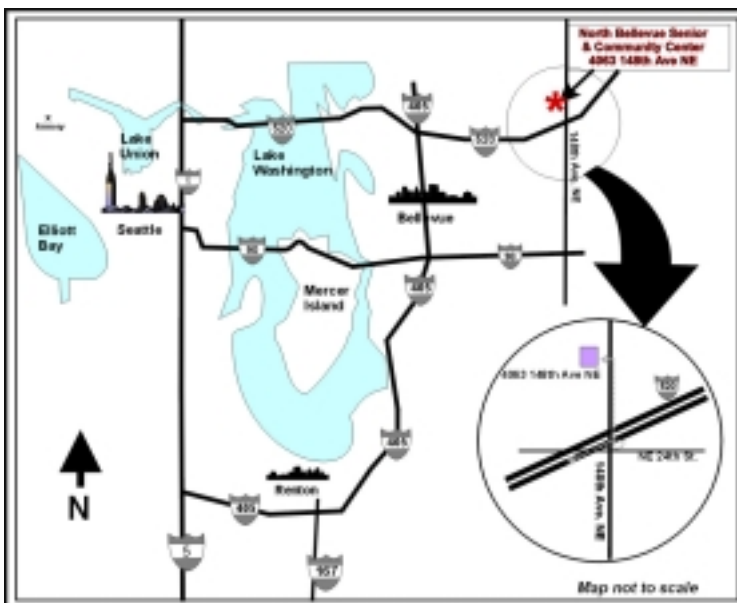
- Best French Subject/ Pascal Valadier
Char FCM2C/ David Hansen
- Best Aircraft from the First Twenty Years/ Pearson Modeleers
Polish EV(D.VIII)/Mike Tsoumpas
- Best Canadian/ Jim Schubert
CF-18/ Brian Birk
- Best Float or Sea Plane/ Bob Dempster & Seattle World Cruiser
Foundation
Moored Rufe/ Ian Robertson

- Best WWII Pacific Theatre/ Tracy White
IJN Takao/ Bill Cianci
- Best Civilian Auto or Motorcycle /Jon Fincher
'37 Ford Coupe/ Joe Spitzer
- Best British Subject/ Robert Allen, Andrew Birkbeck, Keith Laird
De Havilland Sea Vixen/ Wayne Holmes
- Best Small Air Forces/ Stephen Tontoni, Will Perry
PZL P.11c/ Steve Cozad
- Best Figure/ IPMS Vancouver
Edward, the Black Prince/ Robert Burik
- Best Iraqi Freedom/ IPMS Portland
Iraqi Freedom Diorama/ Micky Wong
- Best Italian Subject/ Emil Minerich
Ducati/ Dave Arnold
- Best Now and Then/ Scott Kruize and Ken Murphy
Airfix Yak-9/ Carl Kietzke

- Best of Show/ IPMS Seattle
De Havilland Sea Vixen/ Wayne Holmes
- Best Finish - Ted Holowchuk Award/ IPMS Seattle
Dornier Do 335A-1/ Rich Hoard

Meeting Reminder

May 8
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.