



## Seattle Chapter News

### JULY 18 MEET

This next meeting conflicts with the Paine Field Airshow, but for those of you who don't particularly care if a Harrier does fly backwards, it will be business as usual at Mercer Island. This month is another contest month. If you didn't quite get your model done for the Recon, here's your chance. Also, our sole representative at this year's IPMS National Convention will have returned from the wilds of New York. Terry Elmore will surely have some interesting news, and possibly (if the Post Office is fast enough) a few slides.

We also have an important point of business to discuss. For better than three years we have been meeting at the Mercer Island Rec Center without charge. For the last several months I've been getting decreasingly subtle hints that this would come to an end. It has. We now have two basic options. We can shell out, like all the other users of the Rec Center (something which is a little difficult to do right now, see Recon Report below), or we can redeem ourselves by donating a little grunt labor to the Rec Center. What we have discussed with the Center is doing some room painting. This would be far more useful to the Center than our room fees, and could be discharged in an afternoon with a reasonable number of competent volunteers. Equipment and paint will be provided, but we need to establish a time and a number of bodies we can count on.

### RECON REPORT

The 1981 Recon 7 is now history. Looking back with a month's perspective, everything went surprisingly well although at the time pandemonium seemed the rule. We learned a great deal about hosting a convention, and while we're not quite up to a National yet, we are talking about another Regional. We would like to hear from anyone who has any suggestions, comments or criticism. We can't start planning the next one too soon!

Attendance was between 150 and 200, with a large out of State turn out. People came from as far away as Prince George (everytime!), Ashland and Boise. Of these, 65 participants entered 278 models. The quality was very high, rivaling the Salt Lake National. The contest results were all printed last month, so we need not point out all the deserving winners here.

Those misguided members who spent an exciting weekend at home watching re-runs of "Flipper", also missed out on the Boeing Everett tour, our now-world-famous "Modeler's Memory Madness", the insomniacs' showing of "Battle of the Bulge" and our four fascinating guest speakers including Franz Stigler's surprise showing of a Me-262 training film.

Our original financial plan was realized quite closely. Unfortunately, due to personnel and subsequent fee schedule changes on the part of the Hotel, we have about \$250 of out-of-the-pocket expenses yet to be reimbursed. (We have a few fund raising schemes in mind, which will be announced later.)

The Oregon Historical Modelers Society is seriously considering hosting the Regional at approximately the same time next year. Our Recon Committee is sharing our experience (without frightening them too badly) and we urge our membership to support the Portland group in their future endeavors.

Finally, the Recon Committee would like to thank, one more time, our sponsors: OHMS Portland, IPMS Salem, American Eagles, Campus Hobbies, Triple Alliance, the Confederate AF, Rareliners Decals, 299 Models; our speakers: Major Tom Petitemermet, Col. Leroy Roberts, Clayton Gross, Franz Stigler; the World Airline Hobby Club, the Seattle Military Miniature Society, and the cast of a thousand helping hands that made Recon 7, 1981 a success.

TERRY MOORE

### Bellingham Meet

August 1, from 12 to 4 at the Bellingham Public Library (in the Lecture Room), IPMS Bellingham will host the First International Spur of the Moment Invitational Putty Sand-off. Fred Charlton has invited the Mapleleaf Gang of IPMS Vancouver (about 20) down to a joint meeting with IPMS Bellingham (about 4), so unless we want to see an RCAF roundel slapped on the side of one of our fair cities and shipped off to the Queen, some of us better be there to help hold it down. Fred has lined up at least one speaker, a Pacific Theater B-24 recon pilot, plus slides and a model contest. We should have some maps by the next meeting, so let's arrange a few car pools and be there.

### Correction

Last month's true story about the model eating cat was the sad tale of Marc Hansen, not Carl Kietzke as reported. The model still hasn't been found.

### New in Town

AMERICAN EAGLES: Italaerei 1/72 DC-3 (Swiss Air), F-18 Hornet, 1/35 Cargo & Fuel trailers, Land Rover, M-1 Field Gun, German Tank Crew; Airfix 1/32 Italian Infantry; ESCI 1/72 Blue Angles A-4, Israeli A-4, 1/35 British Rest Area; Smer 1/48 Fokker S-11, Neuport 11, Camel, SE.5a, Fokker D.VII, Re.2000, LS 1/75 (reissues) Ki-67 bomber, Ki-67 torpedo bomber, Ki-109, A6M2 types 21, 52 and Rufes; Heller 1/100 (reissue) Lunar Module and Orbiter. Eagles is now stocking complete lines of: Heller 1/43 cars; ESCI and Heller large scale motorcycles; 1/43 die cast cars by GAMA, Brumm, Pilen, Eligor, NOVO, FDS; Phoenix, Barton, Little General figures; and Panavise.

TRIPLE ALLIANCE: ESCI 1/48 S-3 Viking, AD-4W, AD-6, A-1H 1/72 A-4 Blue Angles, A-4 Israeli, 1/35 British Rest Area; Heller 1/72 T-28, SAAB Safir; Revell 1/25 BMW 320i AMT 1/25 La France Pumper; MPC 1/25 Turbo Firebird; Ford Mk 4 La Mons, 1/20 McLaren Mk8a; Microscale 1/48 Sky-raidiers, F-16, A-7, Navy & Marine Modex, Carrier Airwing 1/72 Hellcat, Corsair, F-14, F-16 proto, Spitfire aces, Hurricane aces, F-4, Me-109B,C,D; Hasegawa Decals Me-109 Fw-190; Flight Colors F-86, F-5, T-33, F-104 all RCAF. Sample only of the Airfix CH-53.

CAMPUS HOBBIES: Hasegawa 1/8 SE.5a (really!); ESCI 1/48 S-3A, COD, A-1H, AD-4W, AD-6, 1/72 Blue Angles A-4, Israeli A-4; Heller 1/72 T-28, Safir; AMT La France; Microscale 1/72 Corsair, Hellcat, Spitfire Aces, Hurricane Aces, Me-109 B,C,D, 1/48 Skyraider, F-16, Navy and Marine Modex; Big D Cal 1/144 Delta DC-8; ATP Egyptair.

### Tip

A versatile new modeling material has been added to my work bench. Biggs A & B Epoxy is a two part epoxy which has the consistency of modeling clay. It comes in two separate foil wrapped sticks. Equal proportions are cut off and kneaded together with the fingers. It can then be trowled, rolled, cut, sculpted or worked in any way that non-hardening modeling clay might. It is slightly stickier to the touch than clay and bonds very well to a clean plastic surface. A remarkably smooth surface can be achieved by working the uncured epoxy with a wet finger, spatula or paint brush. With a little care and practice you should be able to fill the most ill-fitting wing root without sanding. Any size volume can be worked without worrying about shrinking, warping or cracking. The working time is about an hour, although constant kneading tends to extend this. The cure time is about 24 hours. Shelf life seems to be longer than anybody's had a package open. The possibilities are endless. If you can sculpt a radome, zimmerite, sandbags or figure out of clay, you can make it out of Biggs and have it set up hard the next day.

The only disadvantages are that you should wash your hands well after using it (a reasonable practice with a lot of that junk on our modeling benches) and the price. The one pound package (?) is in the \$5 neighborhood and looks like a lifetime supply. Considering its utility, however, I think it's a bargain, and once you learn to use it, it might go pretty fast!

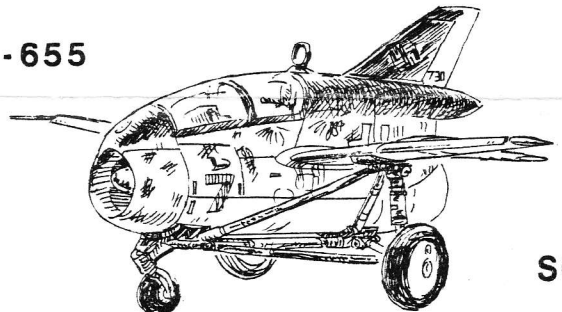
I found it at Triple Alliance, but Tom's had trouble keeping it in stock. GA

### Figments B to D

To take advantage of the more plentiful supply of kerosene the Bd-555, described last installment, was adapted to the Jumo 004. Unfortunately this required extreme weight saving measures. The radar and its operator were eliminated, as well as the landing gear, machine guns and most of the fuel tankage. For a while serious consideration was even given to recruiting paraplegics for pilots. The resulting aircraft, designated Bd-655, was very overpowered but only had an endurance of four minutes. The armament consisted of one Walther automatic pistol, with two extra clips if the pilot flew barefoot. Although the sole prototype was flown operationally many times (on the same day) only one interception occurred. An unfortunate P-51 pilot returning from escort mission was so startled to see this strange craft fly up beside him that he failed to take evasive action as the pilot of the Bd-655 maneuvered in close enough to use his pistol. The shots from the Walther were ineffectual, but the exhaust from the Bd-655 flying directly over the Mustang's wing burnt away all the rudder and elevator fabric causing it to crash.

The airframe was captured in 1957 by a retired British Intelligence officer who spotted it being used in an amusement park in West Berlin. It was shipped to the RAE but was lost in transit by the postal service. TM

Bd-655



SG