



Seattle Chapter News

MAR 21 MEET

This is a contest month again. Despite frequent reminders, we still have lots of models showing up at the contests without any sort of display card. After you spend six months work on a 1/517 scale Armenian Assault Crabpot (with correctly color coded hydraulic lines), it seems natural to assume that EVERYONE will know what it is and how much work you put into it. Unfortunately, you'll be lucky if half the viewers can tell a Tomcat from a Tiger. PLEASE, provide your entry with a card giving the subject, kit, scale, special details or work, decals, paints, historical notes or any other information that will help your fellow members (and judges) appreciate your work. Also, please put your name on the back side of the card. We like to know if you can still sign your name after all that Diosol.

(Members of the Regional Contest Planning Committee are asked to show up one hour early, so we can get some business done for a change.)

The doorprizes at last month's meeting were generously provided by Triple Alliance.

Unfortunately, it has been brought to our attention by the Recreation Center's Director that some of our members have been having trouble taking care of their cigarettes (viz. burning holes in the carpet). We would like to remind those few of you who are on the verge of screwing it up for the rest of us, that we are GUESTS of the Mercer Island Rec Center, and if you aren't able to keep your cigarette under control, to burn something down OUTSIDE.

Final Warning

Dues are DUE. Next month we will print the 1981 membership roster, issue the membership cards and new name tags. If you aren't payed up for this year, you're going to get dropped. If you've got an X on your mailing label, you're safe. If not, you'd better move fast. Dues are \$3.00. If you can't make the next meeting, mail your dues to Bill Hawkins, IPMS Secretary, 1602 NE 73rd St, Seattle, WA 98115.

New in Town

TRIPLE ALLIANCE: Matchbox 1/32 1931 Mercedes Benz SSKL, 1938/39 Citroen 11, Porsche 935, 1/72 EA-6B, Panther, Halifax, 1/76 M.19 Tank transporter, Monty's Caravan, Sdkfz 69 Krupp Protz, 1/700 Bismark; Bandi 1/48 Willys MB Jeep (reissue); Testors 1/48 F-18/TF-18, 1/24 Rolls Phantom II, Bugatti Royal; Heller 1/24 Delanaye type 103 "Bonneville" firetruck; AMT 1/32 Kenworth Aerodyne; Precision Miniatures 1/43 1953 Corvette, 1952 Porsche Roadster, 1957 Porsche Spyder, 1977 Indy Coyote; Tauro 1/35 A7V; ESCI 1/48 Canadair CL-13 Sabre Mk 4-6; Bombers of WWII (Aerodata); F-86 in Color; USAAF at WAR in the Pacific; Luftwaffe in the Battle of Britain; Stuka at War; Osprey: The Tiger Tank, Armour of the Middle East; Microscale 1/72 two sheets of F-15 and two sheets of US Bombers.

AMERICAN EAGLES: Matchbox 1/32 1931 Mercedes Benz SSKL Porsche 935, 1938/39 Citroen II, 1/76 251/1 Sdkfz Hano-mag, Panzer 2F, Sdkfz 232 (six wheel), Moriss C-8 w/ 17 pdr & Willys Jeep, Sdkfz II w/ PAK 40 & BMW R-75, Sdkfz 79 Krupp Protz, 1/72 A-10A, F9F-4 Panther, EA-6B, 1/700 HMS Duke of York, Bismark; Tamiya 1/25 US Army Radio Operator, BAR Infantryman, Tank Commander, Attacking Infantryman; KP 1/72 MiG-15; VEB 1/72 Su-7, Be-6; ESCI 1/48 Canadair CL-13 Sabre; Bandi 1/48 Willys MB Jeep (reissue), Heller 1/24 Scania LB 141, Six-wheel Tractor, Delanaye type 103 "Bonneville" firetruck.

CAMPUS HOBBIES: Revell 1/144 727 TransBrazil, Testors/Italaerei 1/72 F-18, 1/24 Rolls Phantom II, Bugatti Royal; AMT 1/32 Kenworth Aerodyne. Special on Revell's Bell Huey.

Rumors

AIRFIX 1/48 Ju-87R, 1/72 HH-53C, CH-53E, F-18, F-16, 1/144 DC-10, 1/1 Peacock Butterfly, Orange Tip Butterfly, 1/76 NATO Groundcrew, 1/600 King George V, Norway, Kerpulse.

HASEGAWA 1/32 F-104C, 1/48 Gates Lear Jet, 1/8 Dr-1
FUJIMI 1/72 Bell UH-1N, Augusta Bell 212, 1/144 Lynx, Bell Kiowa, Bell 206, Gazelle, Bell 212, Bell UH-1N
MATCHBOX 1/32 Puma, 1/76 Char B, Renault FT-17, 1/12 Cora 812, Vincent Black Shadow, BMW 100RS, 1/25 Jeep Renegade, Mazda RX-7, Ford Escort, Ford Victoria V-8, Subaru Brat, Volvo F-10, Kenworth Super Boss, Kenworth K-123, Loadcraft Lowboy Trailer, 1/32 Citroen Legere Cabriolet, Packard Victoria
ESCI 1/48 F-104N, S3A, US-3A COD, F-4E, Bell UH-1D, SAAB Viggen, Bo-105, Kiowa, MB.326K, 1/72 Bell 205, Bell UH-1B, F-104C, A4E
ITALERI 1/48 F-4E, Komet, 1/72 RF-4C, F-4G, USS Carl Vinson
MONOGRAM 1/48 AV-8A, F-14A, F-111, F-4J, B-25J, 1/72 F-14A, F-15, 1/350 Titanic
REVELL 1/32 F-14A, 1/48 Beech Bonanza, Cessna 150, Piper Super Cub, Piper Cherokee, CH-53 w/ Jeep & gun, 1/72 F-18, 1/144 B-1
SIEDLCE (Poland) PZL 104 Wilga, RWD 6, Mucha glider

Airfix, which went into receivership several weeks ago, has been purchased by Leisure Time Products (COX). Production should resume in about six months. Monogram has discontinued the 1/48 WWI kits. Nearly all of the 1/72 Revell WWI kits are now in production in west Germany. They should be reaching the US soon, at a very reasonable price.

Figments B to D

One of the more controversial highlights of modern civil aviation is Jim Bede's little BD-5. Curiously, with the considerable interest this craft has attracted, no mention has been made of the early history of this design which has been flying, in one form or another, for over forty years. This unusual and imaginative history will be revealed here in an exclusive series of articles by Laslow Korzneatz.

BIRTH OF THE BD

The progenitor of it all was the creation of Sir Ian McBede, a minor property owner and entrepreneur in northern Scotland. A man of extraordinary parsimony, his intention was to own and operate an aircraft for the absolute minimum expenditure, to transport an undisclosed cargo "sufficient for me own needs". In the winter of 1932 he built an extremely small single place low-wing monoplane pusher, partly with racy aesthetics in mind, but mostly so it would fit inconspicuously in a sheep shed.

The construction was a fairly orthodox semimonocoque plywood fuselage and a single spar fabric covered wing with an external brace. The engine came from an anonymous motorcycle and swung a 56cm hand carved prop. The fixed main gear was housed in neat little spats and the non-retractable tail wheel, a former furniture caster, steered with the rudder pedals. The characteristic side stick control was included over concerns voiced toward McBede's "sportin' about ta 'eavens clutchin' whut thrust up b'tween 'is laigs." Other than the basic flight controls and throttle, the cockpit was devoid of any other equipment or instruments as McBede had neither the patience nor purse for such extravagences.

The aircraft, given the registration G-BEDE, was reported to be a pleasure to fly but was used infrequently lest its activities attract the excise men. The aircraft was eventually lost, in the fall of 1938. Making his semi-annual run up Glen More during poor weather a sharp gust dislodged part of the cargo. Subsequent maneuvers broke several of the freely rolling bottles and in his frantic attempts to salvage the contents, "for it all leak'd o'way", the aircraft plunged into Loch Ness.

NEXT: The Hakenkreuz BDs.

