



PREZNOTES



(With apologies to Mickey Rooney and Judy Garland)

“Hey, let’s put on a show!”

“In the barn?”

“We’ll get all our friends to help.”

Well, we did it again. What another great show. There were approximately 681 entries, which meant that there were over 700 models at the show, well up over 2004. It appeared that the vendors left with a lot less than they came with, too. And the models. What few I had a chance to examine up close were truly well known examples of the Northwest modelers’ art. I’m always inspired by some of the subjects on display at our contest and this year’s show was no exception. And for all those members (and families) that helped run the show, I want you all to know how much we really appreciate your assistance. You made the show the success that it was. Thank you!

Cutting Edge recently announced a release of a new 1/48th scale PB4Y-2 conversion kit for the Monogram B-24. By most accounts, it will be expensive, somewhere in the \$200 range (not including the Monogram B-24). The reason I mention this is because many on-line discussion boards are commenting with great excitement about this conversion kit and even though it’s not going to be cheap, many modelers are going to plunk down the big \$\$ anyway. Is it because the existing Koster conversion kit is primarily a vacuform kit, or is it because most modelers just like shiny new resin in their collections? Considering that I already own the Koster kit I’m not going to buy the new one. It’s not that I’m cheap, it’s just that I have an aversion to so much resin! I can handle the vac kit because it glues together with regular plastic cement. The resin requires CA (dangerous-for me) or two-part epoxy (messy). The last all-resin kit I built was the S.79 currently on

display at Skyway Model Shop. I attached myself to the model more than a few times and one of the last times I did that, I firmly attached the model to both legs at the same time. Yeowch! No thanks - I’ll stay with the non-resin kit.

We’ll see you at the meeting,

Terry

May Meeting Room Change

The May 14 IPMS Seattle meeting is scheduled to take place in the Craft Room at North Bellevue Senior Center, rather than the main room. The date, time, and building for the meeting will remain unchanged, with only the room being different.

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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 2005 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 14 (Craft Room)
July 9

June 11
August 13

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____ M. _____ LAST _____
(leave blank)

Address: _____

City: _____ State: _____ Zip: _____

Signature (required by PO): _____

Adult: \$21 Junior (17 years old or younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25 Other Foreign: \$28
 Family (Adult dues + \$5, one set magazines, # of membership cards required: _____)
 If recommended by an IPMS member, list his/her name and member number _____ (name) _____ (IPMS#)

IPMS/USA P.O. Box: 2475
North Canton, OH 44720

Check out our web page: www.ipmsusa.org

2005 IPMS Seattle Spring Show

Photos by Vladimir Yakubov,
IPMS Silicon Valley Scale
Modelers

IPMS Seattle's annual Spring Show was held on April 16, at Renton Community Center. The weather was fine, for the most part, except for an early morning rain that hit just as the vendors were transferring their wares to the venue! As Terry noted, there was a total of 681 entries, not counting display-only models. The Collections category was overflowing this year, so the total number of models in the building must have been well over 700.

As always, it's interesting to see what categories draw the most entries. This year, it was Biplanes/Vintage Types, which drew a whopping 33 entries! Anyone who would have predicted that would have bet on a 50-to-1 horse to win the Kentucky Derby. (What, it did?). Although car entries were not as numerous as hoped, 21 models were entered in the Competition Closed Wheel category, an impressive number.

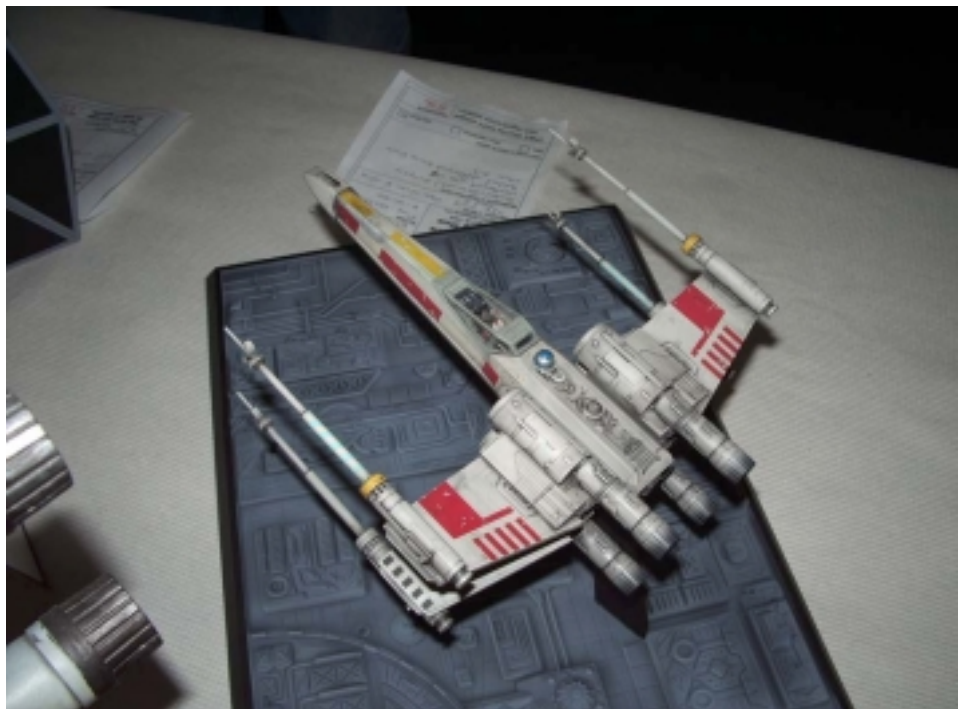
The highlight of the show was undoubtedly the 1949 Schneider Trophy. This was by far the most successful event that has been run by IPMS Seattle in the 15 years I've been with the club, and the entry of 60 models (and two paintings) speaks for itself. Tim Nelson outdid himself with his effort, both in originating the idea and handling the rules and organization. Full results of the Schneider event can be found on page 10, and we will have a special section in next month's issue profiling several of the entries.

Thanks also go to show organizers Jon Fincher and Tracy White, head judges Charlie Sorensen and Stephen Tontoni, registration co-ordinator Jill Moore, and raffle co-ordinator Mike Millette.

Thanks to the Silicon Valley Scale Modelers for permission to use Vladimir Yakubov's photos.



Above: Norm Filer's variety of Japanese F-4 Phantoms, many in unique color schemes, won the heavily contested Collections category. Below: Anthony Froh's X-Wing Fighter from Star Wars was awarded first place in Science Fiction Vehicles.



2005 Spring Show Category Winners

Place	Model	Modeler
001	Junior - Aircraft	
1st	V-1 Flying Bomb	Mercer Russell
2nd	A-1H Skyraider	Kevin Johnson
3rd	CH-46 Bulldog	Kevin Johnson
HM	A-10 Thunderbolt	Kevin Johnson
002	Junior - Armor	
1st	M113 Personnel carrier	Kevin Johnson
2nd	Tank - Tamiya	Kevin Minger
003	Junior - Auto	
1st	'72 Chevy Camper	Tyler Pawson
2nd	Lamborghini Countach	Tyler Pawson
3rd	Ferrari 240 GTO	Tyler Pawson
HM	'69 Super Bee	Tyler Pawson
004	Junior - Space Fact/ Future Technologies	
1st	Back to Future Delorean	Paul Guettler
005	Junior - Prefinished	
1st	PT Cruiser	Omeera Husein
2nd	Honda Civic	James McCown
3rd	426 Hemi engine	James McCown
006	Junior - Miscellaneous	
1st	Ratfink	James McCown
2nd	Guillotine	James McCown
3rd	Forgotten prisoner	James McCown
101	Aircraft - 1/73rd and Smaller	
1st	F-4 Phantom	Glen Adams
2nd	E-2 Hawkeye	Jay Mullins
3rd	F-86 Sabre	John Lee
HM	Macchi MC.200	Glen Adams
102	Aircraft - 1/72nd Single Prop	
1st	Macchi MC.205	Michael Kippenhan
2nd	Bf 109E	John Schaaf
3rd	F4U-1D	Stephen Tontoni
HM	T-6G Texan	Russell Field
103a	Aircraft - 1/48th Single Prop - Axis	
1st	Nakajima Ki-84 Frank	Rich Hoard
2nd	Fw 190D-13	Les Knerr
3rd	Bf 109G-10	Mike Medrano
HM	Nakajima Ki-84	Bob Windus
103b	Aircraft - 1/48th Single Prop - Allied	
1st	F4F-4 Wildcat	Wolf Buddee
2nd	Republic P-47	Gary Meinert
3rd	Northrop XP-56	Les Knerr
HM	Yakovlev Yak-1b	Bob Windus
104	Aircraft - 1/72nd Multi Prop	
1st	Lockheed P-38J	Chris Bucholtz
2nd	Piaggio P.108	Michael Kippenhan
3rd	Messerschmitt Bf 110	John Lee
HM	Blohm and Voss Bv 222	Al Edwards
105	Aircraft - 1/48th Multi Prop	
1st	Fw 190/Mistel	Joseph Brown
2nd	Dornier Do 335	Allan Gates
3rd	Henschel Hs 129	Mike Howard
HM	Consolidated PBV-5a	Al Edwards
106	Aircraft - 1/32nd and Larger Prop	
1st	Nakajima Ki-84	Chris Morris
2nd	Fw 190D-9	Rich Hoard
3rd	Bf 109G-2	Chris Morris
HM	Mitsubishi A6M5	Brian Willett
107	Aircraft - 1/72nd Single Jet	
1st	Lockheed F-104G	Warwick Wright
2nd	F-100F Suber Sabre	Jay Mullins
3rd	CF-104	Brian Birk
HM	TF-104	George Tuffnail
108	Aircraft - 1/48th Single Jet	
1st	Lockheed JF-104A	Mike Howard
2nd	A-4 Skyhawk	Bob LaBouy
3rd	F-104G	Brian Birk
HM	Mirage III	Brian Birk
HM	AV-8 Harrier	Brian Birk
109	Aircraft - 1/72nd Multi Jet	
1st	A-3B Skywarrior	Gary Meinert
2nd	F-4E Phantom	Russell Field
3rd	Sukhoi Su-34	Mike Howard
HM	F-111G	Brian Birk
110	Aircraft - 1/48th Multi Jet	
1st	Gloster Meteor	Wolf Buddee
2nd	CF-5	Brian Birk
3rd	Rockwell B-1	Miles Hart
111	Aircraft - 1/32nd and Larger Jet	
1st	F/A-18	Miles Hart
2nd	F-16	Miles Hart
3rd	F-6 (Pakistani)	Les Knerr
HM	Me 163B	Joseph Brown
112	Aircraft - Civil, Racing	
1st	Spitfire Mk.XIV	Joseph Brown
2nd	OV-10A	Tim Bradley
3rd	TBM-3 Firebomber	Terry Moore

113	Aircraft - Airliners		204c	Armor - 1/48th	
1st	Southwest 737	Randy Wall	1st	Tiger I	Andrew Birkbeck
2nd	Lufthansa 737	Carl Kietzke	2nd	Sherman	Jay Mullins
3rd	Southwest 737	Chris Fife	3rd	Stug III	Jay Mullins
			HM	Sdkfz 232	Steve Faxon
114	Aircraft - Rotary Winged Vehicles		205	Armor - Soft-skinned	
1st	SH-3 Sea King	Mark Rehberg	1st	Puma	Talino Bruno
2nd	CH-46E Sea Knight	Barry Bidwell	2nd	Humvee	Jay Mullins
3rd	Convertiplane	Al Edwards	3rd	US Army 2.5 ton 6 X 4	Bob LaBouy
			HM	Pink Panther	Talino Bruno
115	Aircraft - Biplanes, Vintage		206	Armor - Towed Artillery and Missles	
1st	Albatros	Larry Pettit	1st	Russian D-30m Howitzer	Vladimir Yakubov
2nd	Albatros DV	Dave Sherrill	2nd	Pak 43/41	Steve Faxon
3rd	Nieuport 11	Mike Tsoumpas	3rd	V2 on trailer	Steve Faxon
HM	F3F-1	John Cate			
116	Air Scratchbuilt/vac/conversions		207	Armor - Conversions and Scratchbuilt	
1st	Westland Wyvern S.4	Jay Mullins	1st	GMC Truck w/ 40mm Bofors	George Stray
2nd	Short SB.5	Wayne Holmes	2nd	Flying flatcar	Harry Avis
3rd	RB-45C	John Lee	3rd	Israeli armored car	Davin Hansen
			HM	LVT-(A)1 Alligator	Bob LaBouy
201a	Armor - 1/35th Closed Top to '45 - Axis		301	Figure - Less than 54mm	
1st	Jagdpanther	Lauren Blakely	1st	Reflections MG42 gunner	Dan Johnson
2nd	Jagdpanther	Will Thorson	2nd	"Leave One Hole"	George Haas
3rd	PzIV	Mark Ford	3rd	"Sentinel"	George Haas
HM	T-34	Mark Aldrich			
201b	Armor - 1/35th Closed Top to '45 - Allied		302	Figure - 54mm and 1/35th	
1st	BA-6 Armored car	Dale Moes	1st	Knight Hospitaller	Talino Bruno
2nd	M5A1 Stuart	George Stray	2nd	US GI radio team	James Gates
3rd	T-34	Talino Bruno	3rd	Yeti	George Haas
HM	Mk "A" Whippet	Bob LaBouy	HM	Ork of the white	George Haas
202	Armor - 1/35th Closed Top after '45		303	Figure - Larger than 54mm	
1st	Skiff	Patrick Grady	1st	Black Prince	Talino Bruno
2nd	Leopard	Ross Hillman	2nd	'Nam GI	Talino Bruno
3rd	T-55 Iraqi	Will Thorson	3rd	Norman leader	Talino Bruno
HM	M1A2 Abrams	Danny Shaw	HM	Deformed Godzilla	George Tuffnail
			HM	Death Dealer	Talino Bruno
			HM	Hera	Talino Bruno
203	Armor - 1/35th Open Top		401	Ships - Powered 1/700th and smaller	
1st	3.7 cm Flak	Mark Ford	1st	Russian Cruiser Aurora	Vladimir Yakubov
2nd	SdKfz 10/4 Flak Halftrack	Dale Moes	2nd	Russian Destroyer Boitilingi	Vladimir Yakubov
3rd	Panswerwerfer	George Stray	3rd	CP Pacific Liner	Chris Fife
HM	Nashorn	Unknown			
204a	Armor - 1/36th and Smaller (Axis)		402	Ships - Powered 1/700th and larger	
1st	Japanese Type 2 Ka- Mi	Michael Kippenhan	1st	USS Long Beach	Geoffrey Cook
2nd	Panzer Drausen	Russell Field	2nd	USS Intrepid	Wally Bigelow
3rd	Tiger II Ausf B	Russell Field	3rd	USS Truxton	Geoffrey Cook
HM	Panzerspahwagen	Jay Mullins			
204b	Armor - 1/36th and Smaller (Allied)		403	Ships - unpowered	
1st	T-34	Vladimir Yakubov	1st	HMS Prince	Niels Wilhelm
2nd	M2A2 Bradley	Jay Mullins	2nd	Le Belle Poule	Niels Wilhelm
3rd	KV-1	Gary Weeks	3rd	Le Florie	Niels Wilhelm
HM	T-34	Jay Mullins			

404	Ships - Submarines		603	Science Fiction - Vehicles	
1st	Type VIIC U-boat	Bob Windus	1st	Star Wars X-Wing	Anthony Froh
2nd	Type VIIC U-boat	Bob LaBouy	2nd	Ceti Alpha Dune Scooter	Terry Moore
3rd	Type XXI Submarine	Lauren Blakely	3rd	Mars Crawler	Preston Kabinoff
			HM	Planet Xpress	Tim Nelson
			HM	Icarus/Planet of the Apes	Terry Moore
501	Auto - Factory Stock		604	Science Fiction - Figures/Creatures	
1st	1935 Morgan	Wolf Buddee	1st	Ultra Marines gunner	Mark Aldrich
2nd	'69 Dart	Shannon Dimaulo	2nd	Astray Red Frame	Elbert Lin
3rd	'68 Charger	Nate Udd	3rd	Dino Man	Dan Smith
HM	'69 Olds 442	Jim Rose	HM	Justice Gundam	Elbert Lin
502	Auto - Hot Rods		701	Diorama - Aircraft	
1st	'41 Willys	Gary Dycke	1st	Me 163B	John Frazier
2nd	Model A Ratrod	Nate Udd	2nd	F-86D engine overhaul	Dan Johnson
3rd	'32 Ford Coupe	James Dunn	3rd	Bird Strike	Terry Davis
503	Auto - Custom		702	Diorama - Auto	
1st	'55 Nomad	Tyler Dawson	1st	Junkyard Dog	Dale Schmitt
2nd	Ghostbuster '59 Caddy	Carl Kietzke	2nd	Bel-Air under tree	Dale Schmitt
3rd	'70 Chevelle	Herb Pfeiffer	3rd	Pit Road	Brendan White
504	Auto - Pick-ups		703	Diorama - Armor	
1st	'57 Chevy Stepside	Jim Rose	1st	Pak 43	Dale Moes
2nd	Ranch pick-up	Dale Schmitt	2nd	Panhard P178	Dale Moes
3rd	'65 El Camino	Shannon Dimaulo	3rd	Antitank gun	Dale Schmitt
HM	Land Rover	Bruce Stallard	HM	Counter attack 1944	Robert Birek
505	Auto - Trucks, Rescue		704	Diorama - Sci- Fi, Space	
1st	Recycling truck	Neil House	No entries		
2nd	American LaFrance Pumper	Bill Ayer	705	Diorama - Naval	
3rd	Peterbuilt 377	Terry Perrot	1st	USS Hickox/Prelude	Craig Rosner
HM	Australian log truck	Bill Ayer	706	Diorama - More than Five Figures	
506	Competition - Closed Wheel		1st	Orcs Go to Market	George Haase
1st	'65 Olds modified	Shannon Dimaulo	2nd	Boris the Head Man	George Haase
2nd	Nissan Primera	Stewart Quam	3rd	No title	George Haase
3rd	Nissan Skyline	Stewart Quam	801	Collections	
HM	'69 Mercury Cougar	Everett Quam	1st	JASDF Phantoms	Norm Filer
507	Competition - Open Wheel		2nd	Axis/Allies	Ken Murphy
1st	'32 Ford Salt racer	Shannon Dimaulo	3rd	Mk.I Hurricanes	John Lee
2nd	Duracell Lola T93 Ford	Herb Pfeiffer	HM	German interwar civil/military	Kevin Callahan
3rd	Gurney Eagle-Westlake	Herb Pfeiffer	802	Flights of Fancy	
508	Motorcycle		1st	Northrup P-56	Jeni Saulino
1st	Honda RC 211V	Kevin Burchart	2nd	North American C-70	Neil Makar
2nd	Suzuki 6X 750 Police	Tim Held	3rd	Honduran F8F	Terry Moore
3rd	1937 Harley Davidson	Harry Avis	803 Prefinished		
601	Space Fact		No entries		
1st	Mercury Spacecraft	Herb Hampton	804 Animals/Dinosaurs		
2nd	Mercury Capsule	Mark Rehberg	No entries		
602	Aerospace test/record breakers				
No entries					

805 1949 Schneider Trophy
See page 10

806 Miscellaneous

1st	Weathered car	Dale Schmitt
2nd	Redneck deer stand	Terry Davis
3rd	Big Boy locomotive	Russell Field

Special Awards

Award/Sponsor/Modeler/Subject

Best British/Andrew Birkbeck, Keith Laird, Robert Allen/Talino Bruno/Black Prince

Best Canadian/IPMS Vancouver/Brian Birk/CF-5H

Best Civilian Automobile or Motorcycle/Jon Fincher/Harry Avis/Harley Davidson Servi-Car

Best Finish: Ted Holowchuk Award/IPMS Seattle/Wolfe Buddee/Morgan Three-Wheeler

Best Figure/Jim Schubert, John Alcorn/Talino Bruno/Black Prince

Best Fire Service Vehicle/Emerald City Buffcon II/Bill Ayer/Yellow American La France

Best Small Air Forces/Will Perry, Stephen Tontoni/Les Knerr/Pakistani F-6

Best WWII Pacific Theater/Tracy White/Craig Rosner/Prelude

Best Fire Bomber/Scale Firebombers/Terry Moore/TBM Avenger

Best 1/32nd Scale Aircraft/CraftWorks/Chris Morris/Ki- 84 Frank

Best Soviet or Russian/Oregon Historical Modeling Society/George Tufnail/Russian Cruiser Aurora

Best Of Awards

Award	Modeler	Subject
Best Junior	Mercer Russell	V-1
Best Space Fact/Science Fiction/Fantasy	Herb Hampton	Mercury Capsule
Best Ship	Geoffrey Cook	USS Long Beach
Best Diorama	Dale Moes	Pak 43
Best Figure	Talino Bruno	Black Prince
Best Automobile	Wolfe Buddee	Morgan Three-Wheeler
Best Military Vehicle	Patrick Grady	MTLB
Best Aircraft	Wolfe Buddee	F4F-4
Best of Show	Wolfe Buddee	F4F-4
People's Choice	Wally Bigelow	USS Intrepid

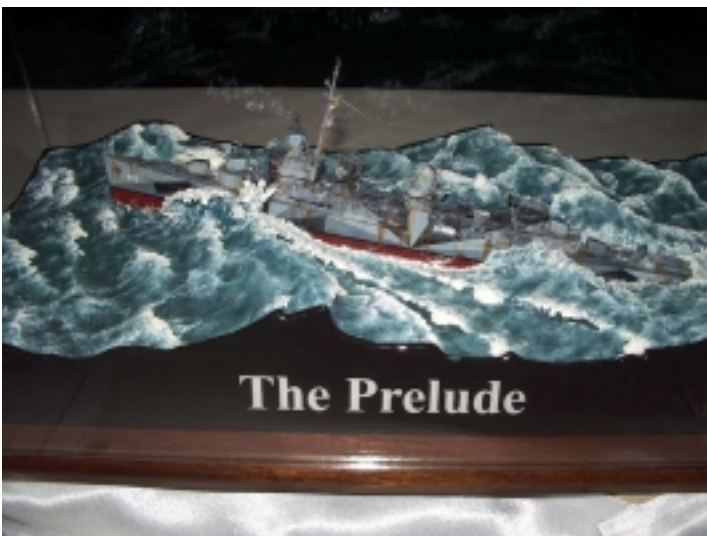


Top to bottom: Talino Bruno's Black Prince captured Best Figure and Best British Subject; Mike Howard's Lockheed JF-104A, converted from the Hasegawa F-104C; a very nice Matchbox Handley Page Heyford





Clockwise from top left: GMC Truck w/ 40mm Bofors, by George Stray; Wayne Holmes' Short SB.5; Mercury Spacecraft by Herb Hampton; Jeni Saulino's depiction of an operational Northrop P-56 won the Flights of Fancy category; Craig Rosner's diorama of the USS Hickox



Hurricane Bookshelf

by Scott Kruize



California Dreamin'

I suppose it's understandable how the Axis, insatiable for world conquest, would eventually attack the United States of America. What's much less understandable is how they could ever have been foolish enough to include Seattle and southern California. What can they have been thinking of?

Seattle and vicinity originated the B-17 and B-29 designs, and served as production hub for the flood of strategic bombers that would eventually help bring them all down. But for sheer variety and overall numbers of effective combat types, southern California - all by itself! - ended up rivaling the entire rest of the world. The torrent included Douglas Dauntless Navy dive bombers, A-20 Havocs, and A-26 Invader attack planes, and C-47 transports; Consolidated Liberators, Privateers and Catalinas; Lockheed Hudsons, Venturas, Harpoons, and Lightnings; North American B-25 Mitchell bombers and P-51 Mustang fighters; Northrop P-61 Black Widow night fighters, and many, many more. Eventually there wasn't a place over land or sea, anywhere in the world, day or night, where the Axis forces weren't found, caught, blasted, and trampled under by southern Californian planes.

They were cranking out so many airplanes that all existing enclosed factory space south of San Francisco was filled up, but that didn't stop them: there are pictures of Lockheed workers busy assembling the super-fighter P-38s right out in the open in the bright southern California sun.

Many of those planes are still there. Not in numbers sufficient to defeat the Axis all over again, but certainly enough to satiate all the world's aviation buffs, like us...

I like to visit my Hollywood brother Chris about once a year. Yes, he really works in Hollywood, as head of his own production accounting firm, and has a long list of prestigious blockbuster Hollywood movies to his credit. (Along with an even longer list of ghastly Hollywood bombs...but then, as that great veteran Hollywood star, Daffy Duck, once said, wiping yet another thrown cream pie off his face: "It's a living.") Chris makes a decent living, adequate to keep up with the high costs of living there, and even has enough left over to give his devoted older brother fabulous presents, such as a secret, unauthorized tour of the spaceships on the back lot of the movie *2010* while it was in production, and an autographed picture of our favorite actor, Arnold Schwarzenegger, when Chris worked with him filming *Kindergarten Cop*.

This book from the "Hurricane Bookshelf" is just such a present. In 2002, Ken Murphy went down with me, and Chris drove us out to the tiny town of Chino. It's an out-of-the-way place of otherwise no

importance, except that it's the relic repository of a great variety of World War II planes!

The Planes Of Fame Air Museum is the largest and most famous of the many companies headquartered in and around Chino Airport, and it was there that the column heading picture was taken. That was my very first meeting with a Hawker Hurricane "in the flesh" (as it were) which was on display following its recent restoration by RRS Aviation of Texas.



This book was conceived, laid out, and edited by Joe Cupido, and has brief histories of Chino Field itself, including its military wartime service, and of all the aviation-related businesses based there. The rest of the book is photo after gorgeous photo, most also by Mr. Cupido, of the planes there. A few were, at the time, not much more than gathered-together scrap, but most had been restored to

better-than-new, resplendent in their fresh livery and glittering in the southern California sun!

Beautiful though the book was, I hesitated at the price: \$45.95; yipes! But my generous brother bought it for me as a belated birthday present. He never actually sends me anything on time, but always makes up for it later. Is it any wonder how eager I am to go down there to see him again?

I missed a visit last year, since August was when my wife Sandy and I took the trip to Ireland to see her number-three daughter get married. Ken was busy, too: off to Japan to see the sights and visit his stepson, serving as a safety-equipment mechanic at an American Air Force base. We both had good times on these trips, but, ah! - To see sunny southern California once again, and its aerial wonders!

We're going over the second weekend in May, so we'll miss the IPMS meeting. While you guys are Showing-and-Telling 1/72nd, 1/48th, and even 1/32nd-sized airplanes, we'll be watching the 1-to-1 scales fly by at the Van Nuys Air Show!

There'll be other things to do, too, like raiding the aviation bookstore nearby and savoring a breakfast feast right next to Van Nuys Airport as we watch the planes come and go. We also have some California acculturation lessons: Hollywood shoot-em-up action videos, each with at least one mandatory airplane-attack and/or-crash scene. We'll sustain our strength with fine Californian cuisine like Mexican pizzas and guacamole burgers, washed down with mass quantities of locally-brewed beer. All the while, we keep my niece Alex nearby, and away from her mother, so as to inculcate within her the essence of what men are really like. That's the kind of education that simply can't be bought!

We'll bring back pictures of our cultural enlightenment, intellectual stimulation, and moral edification. Books and magazines, too. "Hurricane Bookshelf" is in no danger of ever running out of material. Not while the sun still shines over southern California!

The 1949 Schneider Trophy Race: The Checkered Flag

by Tim Nelson

The big event is complete, the nations of the world united, and world peace is at hand. And what a tremendous display of models! Congratulations to Mike Millette for winning the 1949 Schneider Trophy, likewise to the other certificate winners, and all who brought their creative talents to bear on this off-the-wall project.

My purpose here is to extend a hearty thanks to all who lent their efforts and enthusiasm to the '49 Schneider project. Whether you built entries, created art (unbelievable!), shared ideas, helped with organizing/logistics, or just provided encouragement - thank you. There is obviously demand for this type of project, and I'm confident there is an inexhaustible supply of ideas for future group efforts.

Some have suggested that this wonderful collection should be displayed as a group/club entry at the IPMS Nationals. I would propose that we target the 2006 Nats in Kansas City to do just that. There are some big logistical challenges to work, but this outpouring of creativity needs to be seen firsthand by a wider audience. In the meantime, we can plan to stage mini-displays at McMinnville and Vancouver later this year. If you didn't finish a racer in time for the Spring Show, please press on so you can add to these displays.

Thanks again!

First, winner of the big trophy: #88 Shinden (Japan) by Mike Millette

Second: #48 Yak-9 (Hungary) by Andrew Bertschi

Third (tie): #9 Caudron -Renault 314 (France) by Jacob Russell

Third (tie): #75 Sea Fury (Canada) by Mike Millette

Mitchell/Castoldi Brilliance Award (best design)
#31 Do 335 Zwillling (France) by Mike Millette

Probable Race Winner (judges' choice of most likely winner)
#88 Shinden (Japan) by Mike Millette

Best History (most creative story)
22 P-51 "Miss Chiquita" (USA) by Tim Nelson

People's Choice (trophy built by Scott Kruize)
#71 El Horten (Argentina) by Will Perry

Flying Flirts Favorites (Honorable Mention)
#71 El Horten (Argentina) by Will Perry
#90 Norm (Japan) by Jim Schubert
#69 Me109ZX (Belgium) by Mike Millette
#39 Seastar (USA) by John Chilenski





Clockwise from top left: An overview of the Schneider table at the show; Mike Millette's Shinden, the race winner; Andrew Bertschi's Yak-9 placed second; two planes tied for third, Jacob Russell's Caudron 314; and Mike Millette's Sea Fury; People's Choice winner, Will Perry's Horten; the victor with his winning model and trophy.

Opposite: The beautiful trophy



Valom 1/72nd Scale Boeing XF8B-1

by Jim Schubert

In late 1942 the Bureau of Aeronautics (BuAer) of the US Navy issued Specification SD-349 for a carrier-based bomber/torpedo plane. Boeing, Curtiss, Douglas, Kaiser-Fleetwings, Martin, and Ryan responded. Boeing got the first contract in early 1943 for three XF8B-1s. By year's end Curtiss (XBTC-1), Douglas (XBT2D-1), Kaiser (XBTK-1), and Martin (XBTM-1) all had contracts for prototypes too. Many believe the "F", "Fighter", designation assigned to the Boeing Model 400 by BuAer was a factor in killing the project; the others all had "BT", "Bomber/Torpedo" designators, which fit the intended mission better than "Fighter". Only Douglas and Martin received production contracts for, ultimately, 3,180 Skyraiders and 151 Maulers. Had the Boeing been produced its designation would have been "AB-1". It was never named. Most Boeing airplanes were, and are, un-named. Boeing also never uses the "B" prefix that you see in print so often, as in "B-314" or "B-707", it should be simply "314" and "707", etc.

On November 27, 1944, XF8B-1, BuNo 57984 (msn8484) was flown for the first time by Bob Lamson from Boeing Field in Seattle. The second plane, BuNo 57985 (msn8485) rolled out January 31, 1945 and, like the first, was in bare metal. The third plane, BuNo 57986 (msn8486), painted overall Sea Blue Gloss, first flew in early 1946. The second plane was the only one to be given full USN markings. These are well shown in a fine airbrush rendering by E. Mayer in the October 1994 issue of *Wings* magazine. This plane was also the only one to get the later red bar in the national insignia. The type was extensively tested for over five years by Boeing, the Navy, and the Army. No production contract was issued and by Spring 1950 all three planes had been scrapped whilst the Skyraider was becoming famous.

Valom's kit is packed in a fairly stout, top-opening, box, which contains:

- 46 parts injection molded in medium gray styrene,
- Three parts cast in white resin,
- Two clear vac formed canopies,
- One small decal sheet and
- A four-page, A-4 size set of instructions, which include: a brief history in Czech, German, and English, a parts map, a seven-step assembly procedure and colors/markings information.

The molded parts remind me of Matchbox parts without the trenches. Bill mentions the thick wing trailing edges in his narrative below; the same is true of the rudder. Detail and outline wise, the kit is completely acceptable. The prop blades are, however, thin and flat and have almost no pitch twist from root to tip. Engineering of the kit is conventional.

I must note that the color/markings instructions are a bit limiting. They are accurate for one plane at one time. The propeller spinners were sometimes bare metal and sometimes Sea Blue to match the overall color. The Boeing "Bug" totem logo on the decal sheet has black wings; they should be white. The decal sheet has none of the myriad small white stencils that add interest to this overall blue plane. No wing walk outlines are included nor are the Aeroproducts logos and data blocks for the props. Note also that for the Sea Blue Gloss scheme, the blue should be trimmed from the national insignia leaving only the white star and white bars.

The Build

by Bill Osborn

When Jim asked me if I would do a "build" writeup to go with his in-the-box review, I thought it would be a hoot. Well, this old owl started trying to remember all the steps he went through to finish this model. You've got to know the model was finished for about two months when Jim asked me and by then several other models had taken its place in my few remaining

brain cells. I had to E-mail Jim for a copy of the instructions to jog my memory. So, if this review doesn't track with your appraisal of the kit, please remember I'm an old man with a very short memory.

OK - let's get started. The cockpit floor and rear bulkhead were glued together and painted. You get etched brass seat belts and instrument panel. I used the belts but the panel didn't fit the body halves so I worked it down until it looked square with the split line. After truing up the body sides to get a good match, they were glued together. There is little concern about the instrument panel as not a whole lot can be seen when you get the canopy on. I almost forgot, the instrument panel is so deep that the poor pilot would have his knees up under his chin and could never reach the neat brass rudder pedals that I glued to the floor.

Now with the body somewhat done let's do the wings. Do you own stock in 3M? If not, now would be a good time to get some. The wing trailing edges, both upper and lower, are thick; about 1/16" in total! I scraped and sanded almost a whole day to get them to the point they didn't look like the leading edges. The floor of my room looked as if a gray blizzard had blown in. At this time I glued the upper and lower wing halves together. The fit was fair with only a little filler needed to clean up the leading edges.

With the wings in an acceptable state, I tried to fit them to the body. Like many smaller manufacturers they don't always get everything as good as we would wish. The lower body where the wings attach is a solid surface as is the upper surface of the wing. Are you starting to see the problem here? Also, about now that big scoop front needs to be fitted. With all this going on I did manage to get everything into proper alignment - I think.

The horizontal tail was glued on next. No tabs are given but there are deep sockets in the fuselage to locate the parts. With the model almost assembled, I started looking at the engine (?). If you have



looked at the kit you'll see what I mean. In case you can't find it on the sprue, it's those four semi-round things that defy recognition. After carefully checking the instructions, I figured out that they were, in fact, the four rows of the engine. After removing these blobs from the tree, I stacked them together to check the fit. I think Valom wanted to turn this model into a racer (Bob Lamson tried, and failed, to buy one of the planes to enter the 1949 Thompson Trophy Race) as the stack of cylinders had a very distinct lean to the left. Well, this could be a problem. I drilled a hole through each row and inserted a brass rod to align the four rows of cylinders. Did I mention that each row was clocked so that you get the corncob effect? Well after all this fuss and fitting the engine into the cowling and putting the props on, you can't see that great looking engine. [NB After reading Bill's dissertation on the engine, I threw an Aeroclub R-4360 into my kit box to avoid the problems he had. JS]

Speaking of the props, they have engineered the molds so that you can have the props spin in opposite directions just like the real thing. Sure you can! You get a semi-round hub that needs to be glued

into the forward prop and spinner with no clear way to get it square. This semi-round hub then slides into the semi round, and under sized, hole in the aft blade group. When you have this done, the shaft of the hub goes through the separate accessory case for the engine and is held by a collar in the recess in the back of the accessory case. All of this needs to be done after the engine and cowling have been mounted. I'm too lazy to do all that so I just painted the props and spinners and glued them together, stuck the hub in and waited until the rest of the model was finished to stick them into that neat hole that I had drilled to align the rows of cylinders. Hey, it's beginning to look like an XF8B-1!

Now that all the major stuff has been done it was time to put on the canopy, landing gear doors, and other fiddly bits that are always getting in the way. With the model ready for paint, I had to make a choice as to the color scheme. Since I had just had a bad bout with natural metal finishes, I opted for the Sea Blue Gloss bird. Painting finished, it's time for the decals. A bare minimum of four stars and bars, two Boeing names, and two Boeing "Bug" logos and it's finished. All went on without problems. However, this does make for a

somewhat plain looking model, so I added the white wing walks and some white stencils, per the box art, from my spare decal stock.

The only weakness of the kit that can't be handled without a lot of hassle is the landing gear. The oleo and wheel cover are integrated parts as they should be, but with such thin struts, the model is very shaky when put on the table. Aluminum tube replacements would be a good idea.

All-in-all the model didn't come out badly. This is the second Valom kit I've built and it won't be the last. All of the gripes I mentioned are just part of the hobby. If you turn your nose up at anything less than a HasaTamigawa kit, you don't know what you're missing.

On balance this is a decent kit of a rare bird and no more difficult to build than any other kit from a second-tier manufacturer. We both bought our kits from Emil Minerich's Skyway Model Shop in Seattle for \$33.98 plus 8% sales tax.

References:

Wings magazine, October 1994: Article by Peter M. Bowers.

Wings of Fame magazine, Vol. 8: Article by Robert F. Door.

Airpower magazine, issue unknown: Article by Richard C. Koehnen.

Aviation News, Jan. 27-Feb. 9, 1984: Article by Donald Drucker.

The American Fighter: Enzo Angelucci & Peter Bowers, Orion Books, New York, 1985, ISBN 0-517-56588-9.

Boeing Aircraft Since 1916: Peter M. Bowers, Putnam, London, 1966, Library of Congress No. 66-11374.

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

Amphibious Warfare: Italeri LVT-(A)1 “Alligator” and Trakz LVT-A2 Conversion Kit

by Bob LaBouy

Warning, this is yet another description of my efforts to build armor models. I say this because as you’ve seen at the meetings recently (and from my Newsletter articles – which for some unknown reason our Editor keeps running...), this is yet another installment of my “turning to the dark side.”

If you are anything like me (hopefully not), when Italeri started releasing its AMTRAC kits several years ago, you were excited. For me, it’s a chance to build kits of “things” I’d seen throughout my early childhood. My Dad was a U.S. Navy Seabee and saw extensive combat duty throughout the Pacific Theatre during WW II (later in Korea and Lebanon). As a kid in several locations, I played and ran around the various tools of amphibious warfare as a normal part of my early childhood and (arrested) development. Some of my favorite memories were of our two years on Saipan (1947-49) and reenacting our WW II victories there. The Italeri kits rekindled these interests. My only other expression of this interest was based on building my only two earlier armor kits (roughly 35 years ago: the Revell M4 Sherman and Nitto kit of the LVT). Both of those models (still on my shelves) were then “state of the art” (a clear contradiction of terms) and were fully matched by my then lack of modeling skills. I quickly glued them together and painted them in Floquil Railroad Olive Drab. They looked OK, but I quickly learned from the beautiful armor models displayed at our meetings and IPMS-USA conventions not to allow my models out of the house or in public. So, with the Italians now producing these kits, I thought “ah hah.”

Here I am now, with my latest installment on building another “target.” This endeavor also provided another opportunity to practice some added weathering techniques, including using multiple overall “washes” to tone the underlying basic paint finish down and allow for a more “battle ready or used” finish.

I believe the Italeri LVT-(A) 1 kit is pretty nice. The size scales out to drawings and measurements from the Internet. There is a great deal of external detail available and one can complete this kit to almost any degree of finish and detail desired. There are a couple of aftermarket brass detail sets available to help you spend more money. There are a few chinks in the kit in my opinion, one of them being the instruction sheet drawings. I admire Italeri’s desire to put out great instructions, though they sometimes miss some seemingly small steps in their rush to use the same basic drawings for their several versions of the same basic kit. In this instance this is evident when the drawings omit the alternate engine covers. You get two in the kit box and there is nothing to explain that these vehicles (depending on time of use and field modifications) came with or used at least two different types: the grated “open”, or armored covers (with the four elongated vents). This kit also provides for a reasonably well detailed gun turret and interior – with the 37mm tank canon and turret borrowed from the M3 Stuart tank. With this turret opened up, a bit of interior detail is easily modeled and seen from the outside. The decal sheet is quite small and adequate, providing markings for both a Marine and Army vehicle. I know the Army (who Dad admitted were “allies” during the war) operated a number of these vehicles, but I can’t bring myself to model other Marine equipment. It’s sort of like building Army ships?

The other weakness in this kit though, is the darn (cleaned up and politically correct adjective inserted herein) silly rubber-like treads provided. Clearly the very distinctive shape of the amphibious vehicle tread and grouser are captured in these treads. To the best of my knowledge, they are not available as an aftermarket piece by others,

so one is “stuck” with the kit’s tracks. Aside from my novice approach to painting and finishing the tracks, I find they don’t quite “look right” and don’t droop or hang the way the real tread do. Additionally, even though I put the two pieces together (using the tried and true method of a hot screw drive blade to melt the small little plastic pins), my examples broke apart in two places and required “field repairs.” I feel these “rubber band” tracks are a real pain and very disappointing aspect of this kit. I’d love to hear (or see an article in our Newsletter) from someone who enjoys working with these little guys?

Though on the expensive side, the Trakz conversion kit is a pretty good kit, containing a good deal of resin and several sheets of photo etched brass (though it appears to be copper, it has the strength, and handles like, brass). I am impressed with the quality of the kit and recommend it highly, though I have found that at least two or three of these early Trakz kits have been dropped from the VLS product list. I tried unsuccessfully, with a person at VLS who demonstrated her incapacity to communicate at all, to find out if they would be reintroduced. VLS still offers several other LVT related items though.

While the overall quality of the conversion kit is quite high, once again, the instructions are the weak link (no pun intended). This hurdle is caused in several ways. You need to not only read, but to reread a couple of times the instruction guidelines and the construction may still not be clear at that point (more on this in a few later notes). The fit of the parts is a bit suspect. Dry fitting, cutting, and sanding is clearly an important part of this conversion. Many of the details (unfortunately for some of the smallest detail parts, i.e. the periscope frames) were apparently done originally in a larger size and then reduced in size to fit the eventual instruction sheet. The result is a series of detail notes that I was unable to read using even an Optivisor. While both the .30 cal. and .50 cal. machine guns are nicely done and provided, there are no references or instructions for the .50 cal. gun (and it is considerably different from

the two .30 cal guns). I was forced to just “wing it” on these very visible details. One very small resin cast detail included is the all important (and highly visible) bilge pump outlet, which inexplicably is omitted on each of the Italeri kits.

In order to do either the LVT-2 or (A)-2 versions of this AMTRAC, I am not sure how one would be able to approach these two very commonly used vehicles without these Trakz kits. There are separate Trakz for both the -2 and (A)-2 (added armor and windowless version) LVTs. Scratch building either would be a major undertaking.

This is where the “plot really thickens” as they say. While the Italeri kit itself is pretty good, as mentioned above, this conversion is based on the LVT-(A) 1 kit and uses



primarily the outer hull, top deck, and tracks. This isn't a conversion for the “uninitiated” and probably requires more skill than I demonstrate in my models. I'll allow you to judge. When I saw the Trakz series of conversions at a convention, I knew I had to have one or two. This means not only buying a basic kit of about \$36, but the conversion at \$47. Clearly not for the faint at heart, though in the final analysis worth the cost in my judgment. Again I digress: I am not sure it isn't another oxymoron to use the words judgment and modeling together?

The entire tank like top of the (A)-1 kit is not used and the real kicker requires you to cut away about 2/3rds of the inner hull halves. In effect, you build (from the resin parts) the inner hatch area of the (A)-2 and then install it into the cut away portions of the kit's inner hull. I found the basic cutting measurements on the Trakz instruction sheet to be a good place to begin, though I wound up making several additional cuts and a good deal of filing to actually fitting this “box” into the kit's hull. Again, measuring, cutting, filing and lots of “dry fitting” is crucial before actually applying any cyanoacrylate or epoxy glue. Two borrowed photos overleaf help demonstrate this basic conversion

One major area of concern, should you build either of the -2 conversions is that with all of the cockpit access (or drivers

station), there is nothing provided by either Italeri or VLS to provide for anything inside. This is too bad. I basically “estimated” a very Spartan interior, loosely drawing from the only interior

detail photo I could find. When it's this accessible, it is shameful not to have something in such a large hole.

Fitting the armor top is also a bit of a task, as its “nature fit” conforms to the shape shown in the photos on the box or the LP book (more on this below as well). These two steps probably consumed about three to four hours of time alone. Additionally, there are several aspects of this conversion, where getting to the completed model seen in the photos isn't very straightforward at all and I found myself improvising in a few places. I have also included one

interior detail photo to illustrate both the amount of both resin and brass detail provided in this kit.

I found both the basic kit and the conversion a challenging and very worthwhile experience. I am pleased with the results and intend to build at least two more versions of the AMTRAC. I recommend both to others interested in portraying these invaluable World War II amphibious assault vehicles.

References:

AMTRACS US Amphibious Assault Vehicles, Steve Zaloga, Terry Hadler and Mike Badrocke, Osprey Military New Vanguard Series No. 30, 1999. Good photos, history and color side profiles.

Project LVT's AMTRACS - LVT2, LVTA2 Volume Two, No. 009, David E. Harper, VLS Corporation – Letterman Publications, 2003. Absolutely a necessity if attacking one of these two conversions; includes great (many color) photos of both the real things and converting these models using the Trakz kits (which David Harper designed for VLS). This is only one of several specific paperback books by this author and modeler for AMTRACS. I also thoroughly enjoyed the author's description of how he weathered and finished his models.

US AMTRACS and Amphibians at War 1941-45, Steve Zaloga, and George Balin, Concord Publications, 2000. Many great photos, development history and color side profiles.

AMTRACS in action, Jim Mesko, Squadron/Signal Publications No. 31, 1993. Good photos, history, line drawings and color profiles and drawings. Inside cover entitles this as “Part One” though no subsequent volume has ever been published to my knowledge.

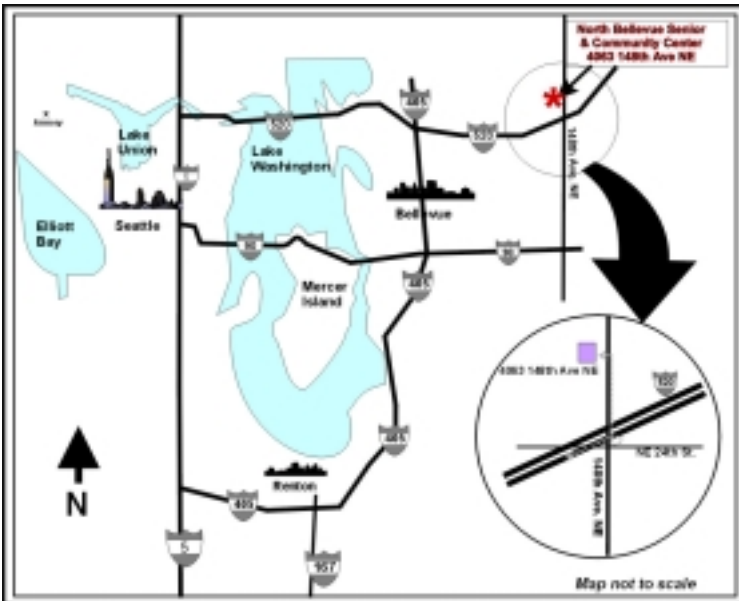
Allied-Axis The Photo Journal Of The Second World War, Issue No. 8, article by David Harper, Ampersand Publishing, 2002. Great photos (the LVT section is only one of four in this paperback booklet).



Meeting Reminder

May 14

10 AM - 1 PM



**North Bellevue Community/Senior Center
Craft Room
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.