



# IPMS SEATTLE

**NEXT MEETING:** SEPTEMBER 21

Next week: CanAM time-see inside

10 AM Business Meeting

10:30 AM General Meeting

Museum of Flight

## INTERNATIONAL PLASTIC MODELERS' SOCIETY

Harry Avis, President Jack Kline, Vice President Alex Tula, Sec/Treasurer

### MINUTES OF THE LAST MEETING

August 10, 1985

The meeting was called to order at 10:30am by President Harry Avis. 18 members and guests were present, including officers Jack Cline (Vice President) and Alex Tula (Secretary/Treasurer). The treasurer reported that as of July 31, 1985, the club had net cash assets (bank and cashbox) of \$490.63, and no known liabilities.

#### OLD BUSINESS

From the meeting location committee, Harry Avis reported that he had been unable to contact Kent Kistler (our contact at the Museum of Flight) regarding possible ways to reduce our cash outlay for the meeting room. Jack Cline reported that the Museum of History and Industry had limited facilities and would cost nearly the same as the Museum of Flight. The Mercer Island Community Center had not yet been contacted. A member suggested the club contact Camp Long, in West Seattle, operated by the Department of Parks and Recreation, as a possible meeting place.

The recruiting committee had nothing to report, however the Secretary announced that National IPMS applications were available from him.

#### NEW BUSINESS

The members voted to petition the RC to sponsor the 1986 RECON7. Doug Remington indicated that our offer would be accepted. This will be sometime in May, 1986, and will be a 1 or 2 day affair. The Seattle Center was suggested as a possible location. Harry Avis volunteered his father in law to handle getting the meeting set up. Volunteers will be needed for publicity, registration and judging. It was suggested that chapter members volunteer floor or sofa space to visiting members to encourage attendance. Steve Ballacci volunteered to handle the graphics for the publicity. Efforts need to be made to keep models there until the end of the show. **LOTS OF MODELS** will be needed to make the effort worthwhile, **START BUILDING NOW.**

#### NEW MEMBERS

New members joining at this meeting were:

Fred Ham 14019 SE 177th St., Apt. M302  
Renton, WA 98058 Phone: 235-8244

Fred is recently arrived from Florida where he was active in IPMS, and is interested in 1/35 armor, and 1/48 & 1/72 aircraft. Welcome to Seattle, Fred.

Returning to the roster after a brief absence is:

Steve Ballacci P.O. Box 9419 Seattle, WA 98109  
3016 1st Ave #201, Seattle, WA 98121  
Phone: 622-2425

#### ADJOURNMENT

The meeting was adjourned at 11:30. This was followed by an interesting slide show on air museums of the U.K. by Bill Osborne and John Greer, covering their recent vacation there.



SCALE

# MODEL Competition

Saturday, September 14

Mt. Pleasant Community Centre  
3161 Ontario St., Vancouver, B.C.

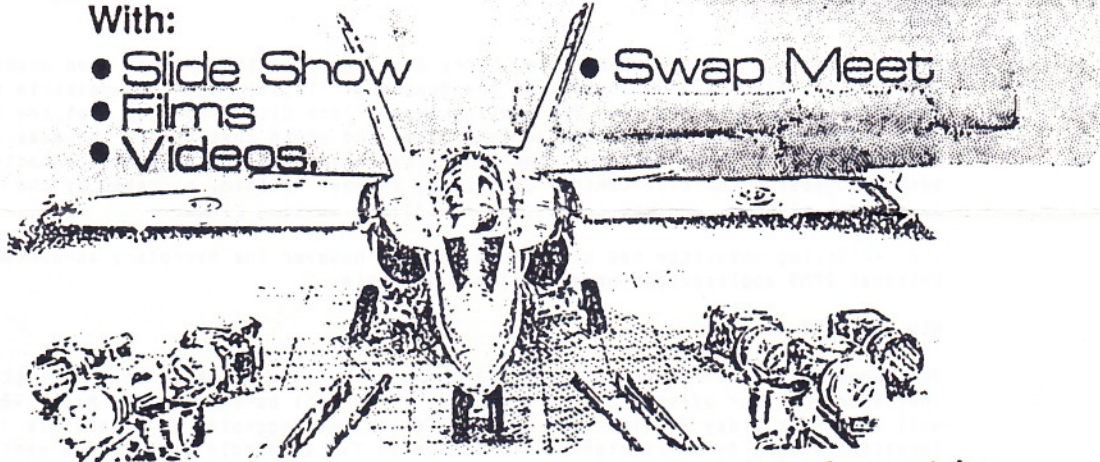
Competition entry time:  
11:00.-1:30..

Judging by ballot  
Prizes awarded at 5:00..

With:

- Slide Show
- Films
- Videos.

- Swap Meet



Trophies awarded for best of senior & junior entries  
Entry Fee: \$ 5.00 (\$2.00 Junior)

JUDGED CATEGORIES FOR:

*75<sup>th</sup>. Anniversary of the R.C.N.  
The Vietnam War  
The Pacific Theatre, WWII*

Including the usual Categories

Aircraft, Armour, Autos, Trucks, Figures, Spacecraft,  
Ships Dioramas, Miscellaneous, Collections

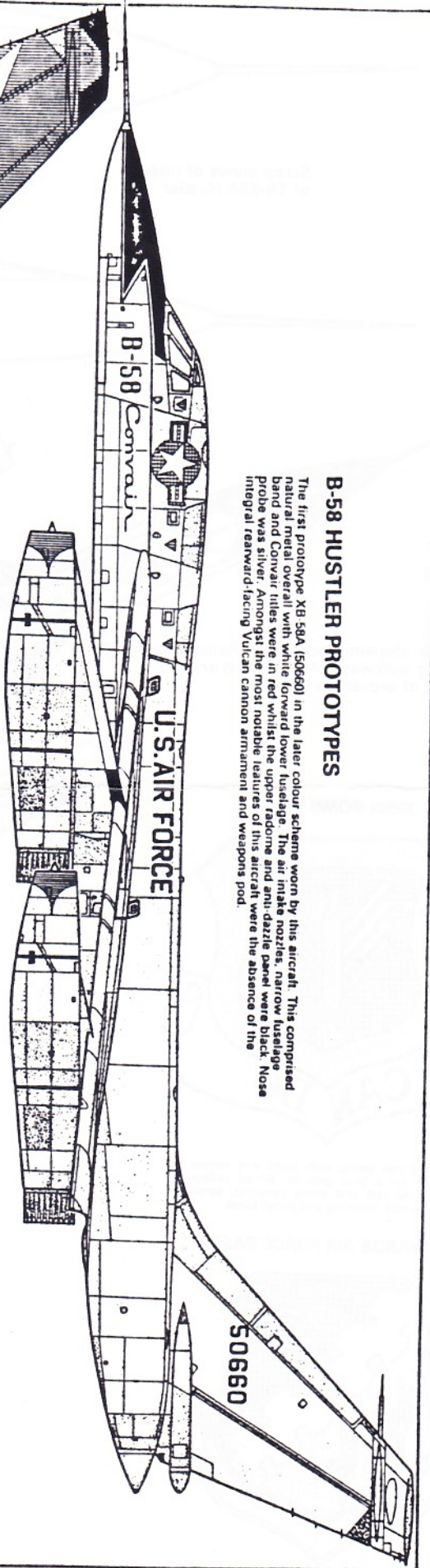
For more information, contact Bob at Ph 254-5312

**IPMS**  
**VANCOUVER**  
sponsored by IPMS and Mt Pleasant Community Centre

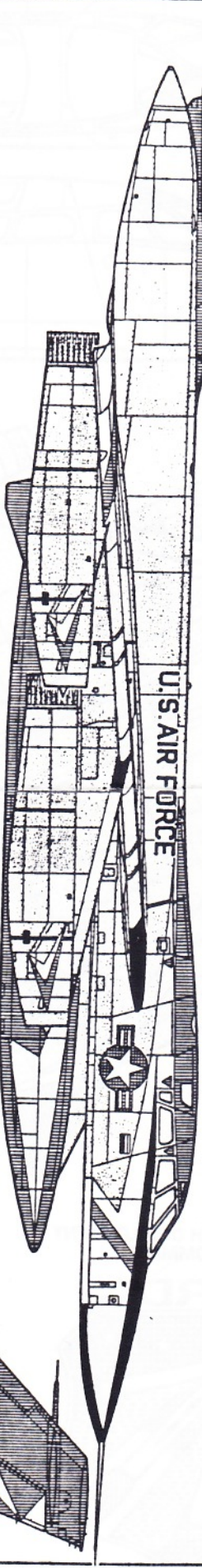


### B-58 HUSTLER PROTOTYPES

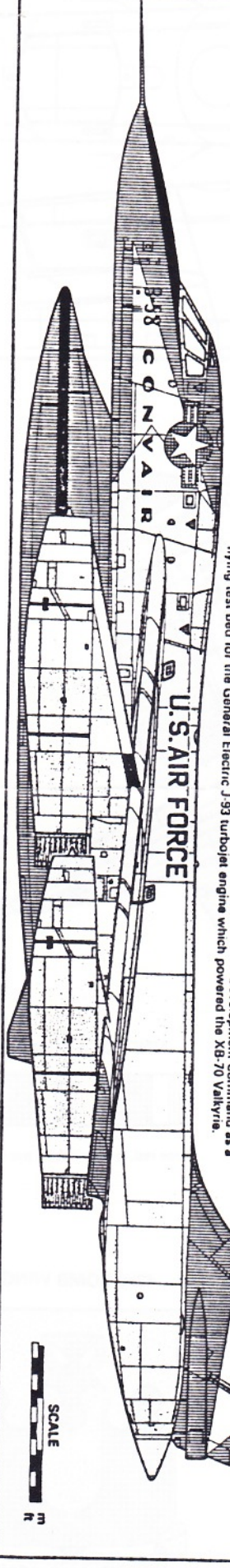
The first prototype XB 58A (50660) in the later colour scheme worn by this aircraft. This comprised natural metal overall with white forward lower fuselage. The air intake nozzles, narrow fuselage band and Convair titles were in red whilst the upper fuselage and air intake nozzles, narrow fuselage probe was silver. Amongst the most notable features of this aircraft were the absence of the integral rearward-facing Vulcan cannon armament and weapons pod.



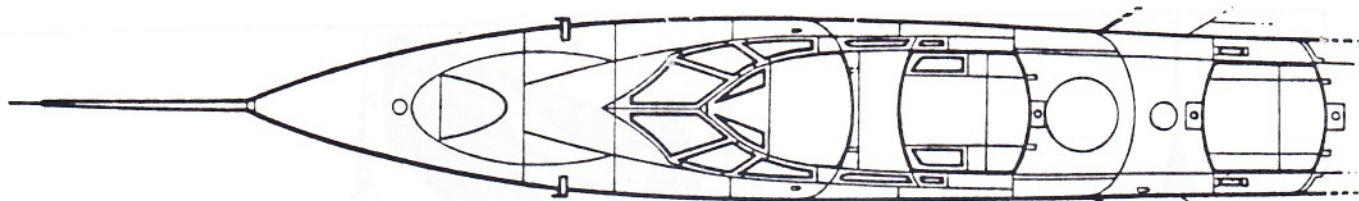
The prototype TB-58A conversion (5670) in the original finish applied whilst undergoing initial company trials at Fort Worth. Colour scheme was basically natural metal with red and white trim applied to the nose, fin, engine nacelles and weapons pod. Nose probe was white. One interesting result of the TB-58A conversion was the re-positioning of the national insignia to a position below and slightly aft of the rear cockpit windows. This aircraft subsequently joined the 43rd Bomb Wing.



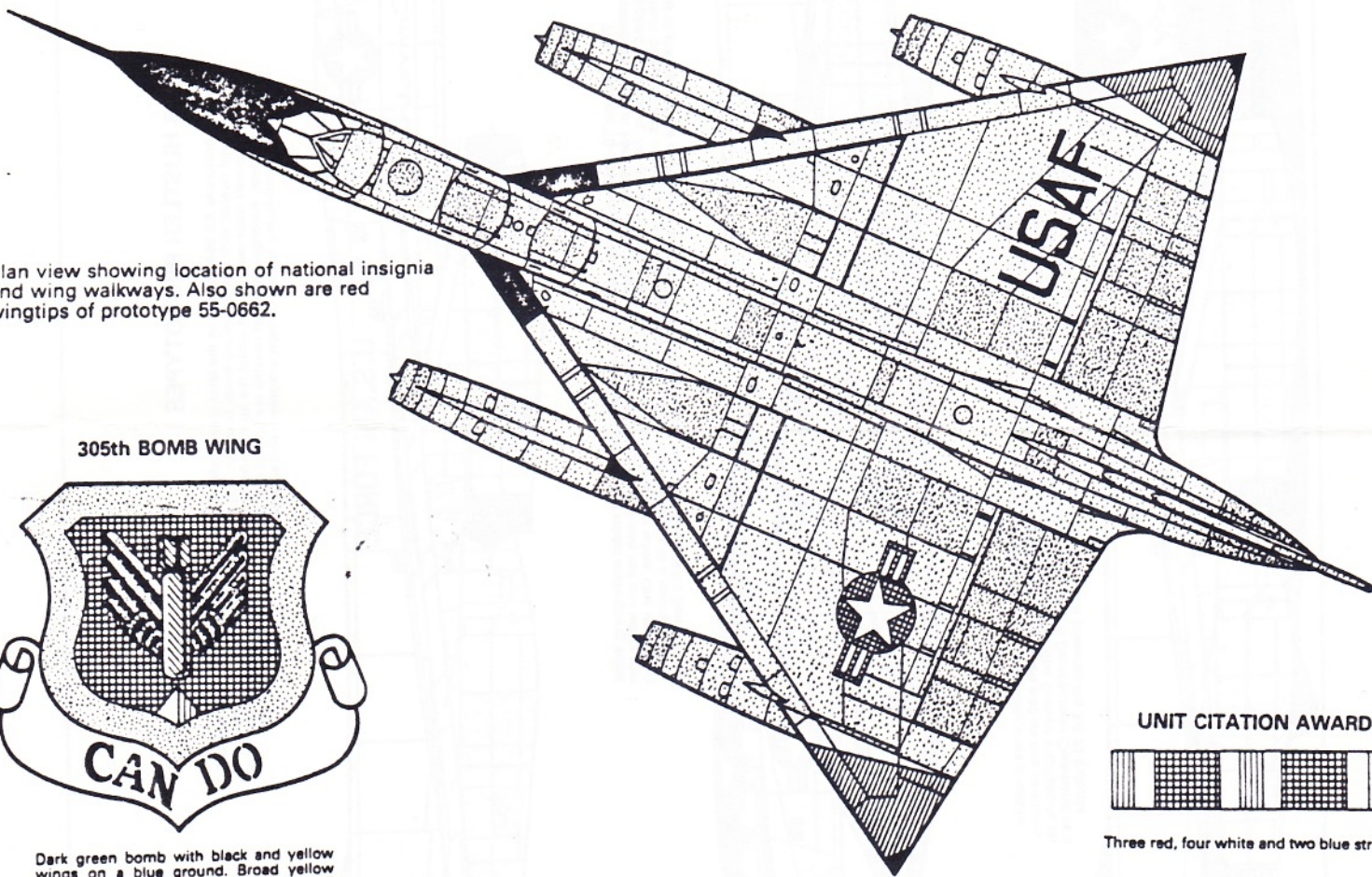
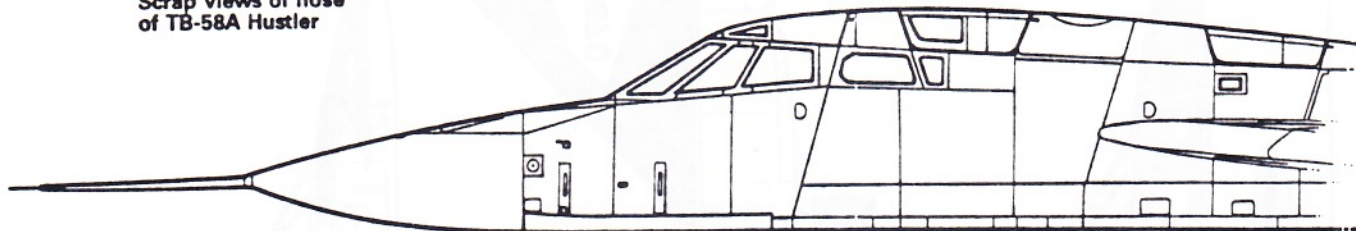
B-58A, 5662, was the first of 28 research and development aircraft and originally wore a natural metal colour scheme with red and white trim on the nose and tail. Mission pod on this particular aircraft was basically red with a thick black stripe running lengthwise. The Convair inscriptions on the nose were in black. 5662 was later used by the Air Research and Development Command as a flying test bed for the General Electric J93 turbojet engine which powered the XB-70 Valkyrie.







Scrap views of nose of TB-58A Hustler



Plan view showing location of national insignia and wing walkways. Also shown are red wingtips of prototype 55-0662.

305th BOMB WING



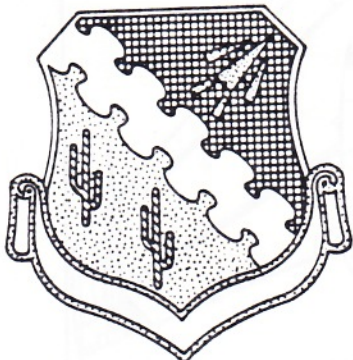
Dark green bomb with black and yellow wings on a blue ground. Broad yellow surround red and white pyramid, scroll white, lettering and detail black.

UNIT CITATION AWARD



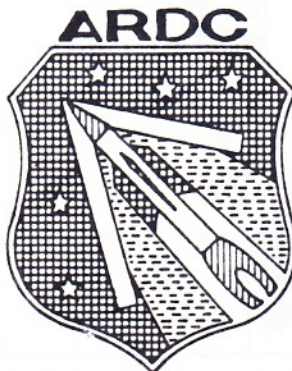
Three red, four white and two blue stripes.

EDWARDS AIR FORCE BASE



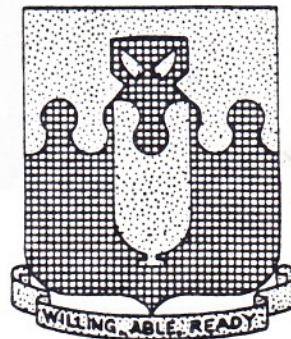
Blue sky with yellow aircraft, white central band, two green cacti on yellow desert background. Scroll white with gold outline, white outline to shield top.

AIR RESEARCH DEVELOPMENT COMMAND



White stars, dark blue space, light blue sky, white missile, shockwave and exhaust, red nose cone, and exhaust centre, blue wings, white surround to shield, black lettering.

43rd BOMB WING



Blue and yellow



With 2 brand new B-58 kits in 72nd and 48th scales, this issue is primarily devoted to details of that aircraft (the editor does recognize the fact that there are some aircraft as interesting as the B-17...but not many)

This information was lifted from the March issue of the IPMS Denver publication, provided by Alex Tula.

## B-58 escape capsule

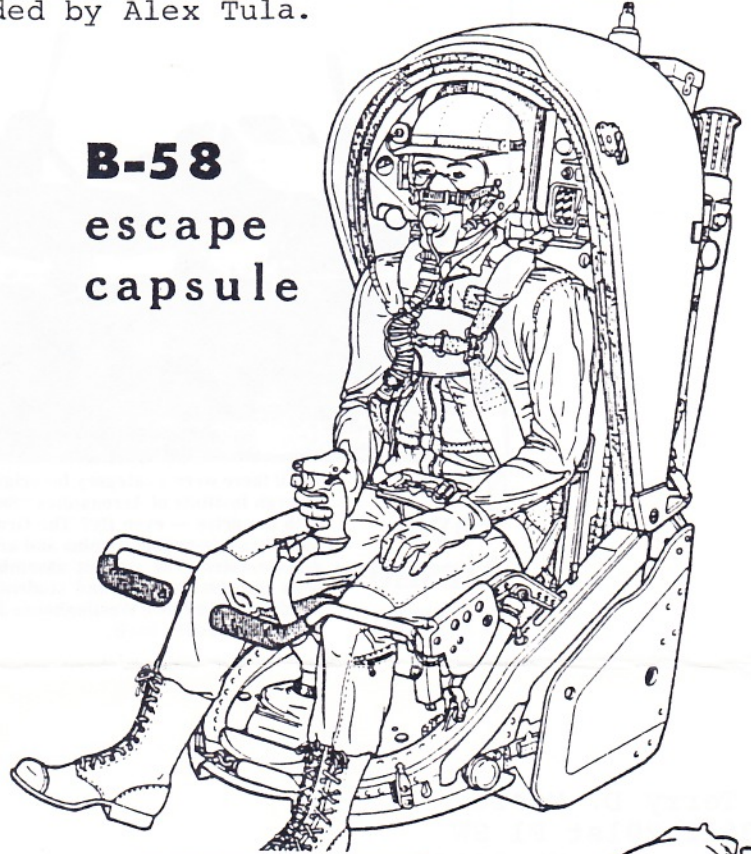
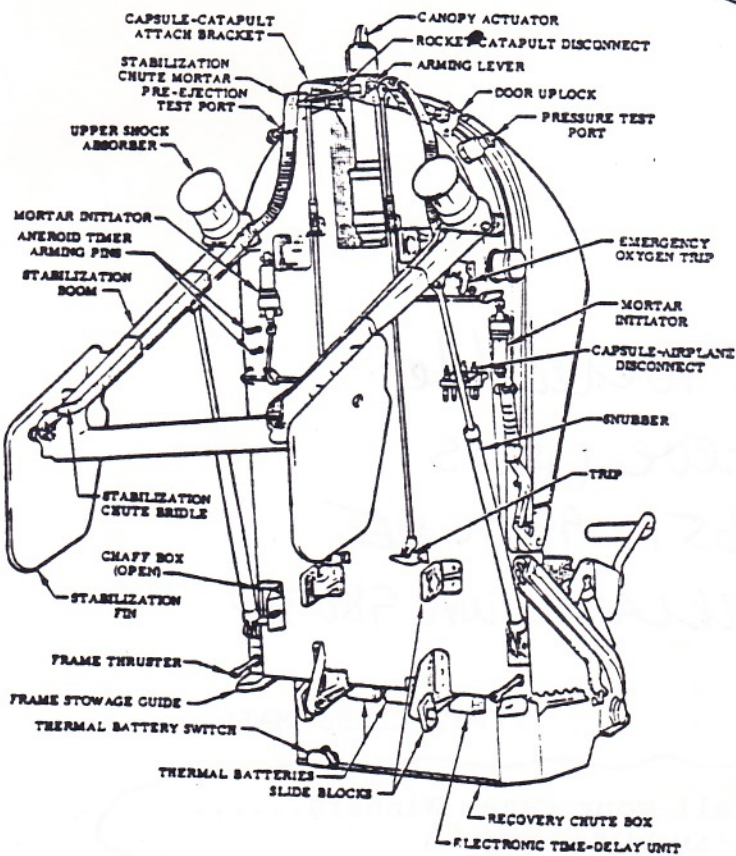
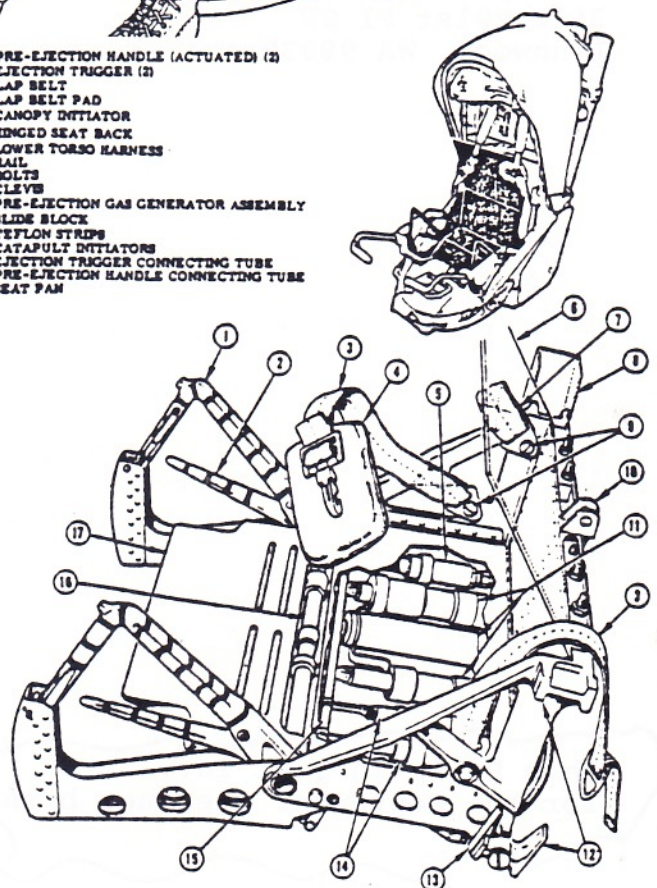


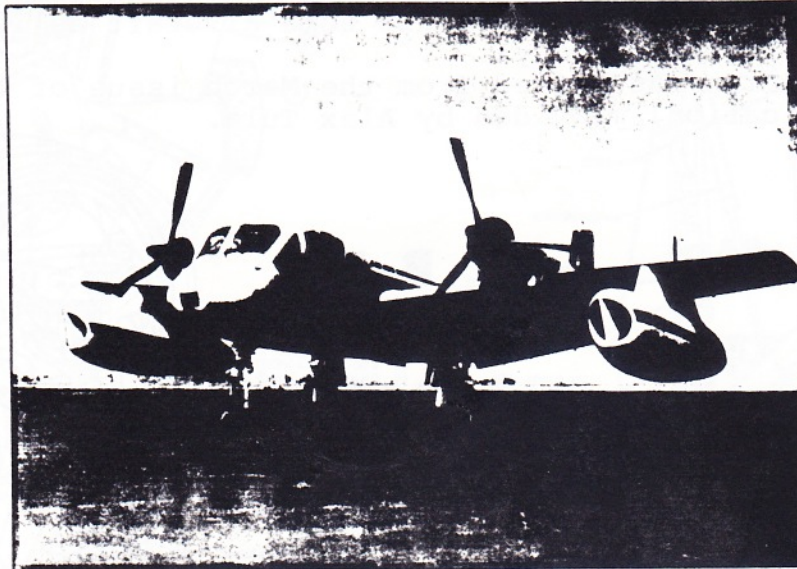
Figure 12. Capsule Back



- 1 PRE-EJECTION HANDLE (ACTUATED) (2)
- 2 EJECTION TRIGGER (2)
- 3 LAP BELT
- 4 LAP BELT PAD
- 5 CANOPY INITIATOR
- 6 HINGED SEAT BACK
- 7 LOWER TORSO HARNESS
- 8 RAIL
- 9 BOLTS
- 10 CLEVIS
- 11 PRE-EJECTION GAS GENERATOR ASSEMBLY
- 12 SLIDE BLOCK
- 13 TEFLON STRIPS
- 14 CATAPULT INITIATORS
- 15 EJECTION TRIGGER CONNECTING TUBE
- 16 PRE-EJECTION HANDLE CONNECTING TUBE
- 17 SEAT PAM



And the last, but certainly not least dept...



**Not the  
Paris  
Airshow  
winner**

But if there were a category for originality and imagination, this Pittsburgh Institute of Aeronautics "Super Mohawk" would walk away with the prize — even fly? The Grumman OV-1A Mohawk was acquired as two-engine surplus and arrived at the Pittsburgh campus disassembled. The student assembling and paint job would have been impressive even had students not also gotten their nimble hands of some spare Westinghouse J-34 engines. The result, pictured above, speaks for itself.