

# Seattle Chapter News



Seattle Chapter IPMS/USA  
September 2014

## PREZNOTES



### A True Revelation

As many of you will know, your VP Eric Christianson and I traveled to Virginia this past August to attend the annual IPMS USA National Convention. As always, there were LOTS of models in the contest room, and they were all a great deal of fun to view. Naturally, being an armor-centric sort of bloke, I initially gravitated to the military vehicle categories: lots of fun stuff to look at, and many really inspirational models to stoke my desire to improve my building and painting techniques so that I can “be like these guys (and gals)”.

Then I headed over to “the other stuff”: airplanes, cars, ships, dioramas, figures, sci-fi, etc. These were all very well done as well, and as the hours passed (you spend an awful lot of hours in the Nats Contest Room!), many of these other subjects began to grow on me. I rediscovered a genuine interest in airplane models, and began to think I should start building some of the car models in my “stack o’ kits” back in Seattle. Eric and I have been discussing figure painting of late, and so we attended a figure painting seminar at the Nats, checked out all the figures in the Contest Room, and headed over to the

vendor room to load up on paint, brushes, etc! I for one plan to diversify my modeling portfolio, to use an investing term!

And speaking of contests to get the ideas flowing, don’t forget that IPMS Vancouver (Canada) is hosting their annual Fall Model Show and Contest in Burnaby on Saturday October 11th. Yes, this is the second Saturday in the month, so in order to accommodate our northern brethren; we have moved our October IPMS Seattle chapter meeting to the THIRD Saturday in October, the 18th.

See you at the September meeting.

Cheers.

*Andrew*

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**SEATTLE CHAPTER CONTACTS**

<b>President:</b> Andrew Birkbeck P.O. Box 15983 Seattle, WA 98115 Ph: 206-522-3539 acbirkbeck@comcast.net	<b>Vice President:</b> Eric Christianson 18215 NE 95th Way #103 Redmond, WA 98052 Ph: 425-591-7385 ModelerEric@comcast.net	<b>Treasurer:</b> Spencer Tom 318 N.E. 81st St. Seattle, WA 98115 Ph: 206-522-8414 slt1298@seanet.com	<b>Show Chairs:</b> Andrew Birkbeck Spencer Tom
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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

**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 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 \$25 a year for regular mail delivery of the newsletter, and \$15 for e-mail delivery, and may be paid to Spencer Tom, 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, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. 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 2014 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.

**September 13**  
**November 8**

**October 18**  
**December 13**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_  
(leave blank) (FIRST M LAST)

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature (required by PO): \_\_\_\_\_

Adult: \$25       Junior (17 years old or younger): \$12

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](http://www.ipmsusa.org)

**Newsletter Editor:**  
Robert Allen  
12534 NE 128th Way #E3  
Kirkland, WA 98034  
Ph: 425-823-4658  
baclightning@yahoo.com

## IPMS/USA 2014 National Convention

by Eric Christianson

A blink of an eye. That's how long it took me to transition from Father-Boyfriend-Programmer-Umpire to Kid again. A kiss and a hug from Jackie and I was off to the center of the modeling universe – the IPMS National Convention – the only Daddy-vacation I ever get. Five days of nothing but selfish, modeling indulgence. Oink!

I had three new modeling magazines loaded on my tablet, the latest hardcopy of FSM, and *Game of Thrones* waiting on my Kindle – all part of a 21st-century-version of vacation busywork that would see me though the long flight out to Hampton, VA. That and the witty repartee traded with my traveling buddy and fellow long-time convention enthusiast, Andrew Birkbeck. We were in luck this time - the seat between us was the only empty seat on the plane both there and back – a good omen!

A quick switch in Philadelphia and we flared onto the runway at Newport News, whisked up soon after by fellow club member Tim Nelson for the short drive out to Hampton. Tim had been there for a few days visiting Kill Devil Hill, among other sights in the area. Andrew and I were supposed to buy him some beers for driving us but he'd already stocked his room with same so we were invited up.



Normally the West-East time change would catch us dragging, but this was the Nats, baby. A quick bagel for breakfast and we were walking the 10-minute, 1,000-yard trek to the venue – a walk we would become quite acquainted with over the following days. The convention center was huge, new, and air-conditioned. Separate rooms the size of aircraft hangers sported the model display and vendors, with two more well-appointed breakout rooms held the seminars.

At 9:00am we were faced with our first quandary: jump on the Vendor room or attend one of two seminars ('How to use photo-etch for Scale Ships: Radar Screens and Railings', or 'Using Vallejo Paints'). Andrew set off to see the Vendors, and even though I had \$300 burning a hole in my pocket, I opted instead for the Vallejo talk. An hour later I left with the distinct impression that we are collectively in the midst of a paradigm shift going on in our industry – a shift away from lacquer/enamel-based finishing products to acrylic-based products. While there have been many early adopters using acrylics for years, the array of available products has never been as comprehensive as it is now. There were at least two new lines of very high-quality, non-toxic products introduced at the show, including a small company called K4, out of Chile, and a new line of AK Interactive Acrylics, based in Spain. Spain's Vallejo's all-acrylic product line has nearly tripled in size as well. Each of these companies sells their products in single plastic squeeze bottles, or in value-added sets tailor-made to subject matter. The move to acrylics reminded me of the demise of cigarettes in the last decade – a trickle that seemed to become a river overnight. This is a good thing.

Passing on the next set of seminars I ran like a silly school girl to the Vendor room and in no time amassed two large bags of modeling paraphernalia – mostly free stuff and books and a couple of \$15 used kits from my shopping list. I picked up the second edition of AK Interactive's FAQ (II) book for Armor, plus some new magazines. Japan-based Zoukei-Mura had the largest booth by far, sporting amazing 1/32nd and (now) 1/48th scale aircraft and accessories. Their booth is high-tech, bathed in spotlights, stainless steel and smoked glass. Their new He 219 and Ta 152H-1, P-51D, among others, were represented by skin-free, museum-quality build-ups that were simply breathtaking. Wow.

Tamiya had a large booth with a 'Free model for filling out a survey' sign. Well, duh. I spent five minutes filling out the survey only to be rewarded with a cheap, two-part plastic Samurai figure. Boo! I felt like someone just reminded me to eat my Ovaltine. Their tables, however, contained some new kits and some re-boxes – including a couple of Tasca Sherman's and their first 1/35th scale WWI British Tank, a motorized Mk.IV 'Male'.

It seemed that there were more paint and finishing product vendors than model vendors this year, a noticeable difference. Among the ubiquitous IPMS stalwarts (The Tool Man, UMM, Mig, Vallejo, AKI, CRM, etc.), there were more 'one-stop shop' vendors than ever before, at least four by my count. This was good from an attendee's perspective, since they tend to compete on prices, big-time. If this guy has a bottle of Vallejo for \$2.50, that guy has it for \$2.00, and none of them want to go home with anything. The K4 acrylic paint vendor from Chile was selling six-paint, boxed sets for \$10 each, including a large 70ml. bottle of thinner thrown in to boot. Wow again.

In the back of the room was a food vendor and tables to sit at (thankfully) and to the right of that, over the Earth's horizon, were several full-scale vehicles based on the Convention theme of 1964, the 50-year anniversary of IPMS. This room was simply cavernous. Many of the booths had live demonstrations going on during the entire four days, giving you a choice of where you could sit and rest your weary bones if you needed to.

At 2:00pm Andrew and I sat in on a well-attended seminar titled 'Painting Faces with Acrylic Paint', demonstrating Vallejo and Andrea products. About five minutes from the end of the seminar I snuck out and scored on a box of Andrea face paints in the vendor room that I had seen earlier. It was the last one in the room, to the dismay of many of the seminar attendees. When we have our convention here in Seattle, we will need to coordinate between the seminar presenters and the vendors so that the attendees will have plenty of opportunities to buy products used in the seminars.

Next I slipped back into a seminar titled 'Using Paint and Primer to Create Surface Detail' where a guy demonstrated a fascinating technique of using 'reverse' masking to create surface structure on aircraft. After fixing flaws on an aircraft model (he pointed out), we usually re-scribe, build-up, or otherwise repair detail lost during the repairs. He then showed us how (instead) he removes ALL the surface detail, then uses masking tape to cover the parts of the surface that will not receive new detail. He then sprays several coats of primer on the surface, building up layers as he goes. When he removes the tape, he is left with perfectly detailed surfaces. Harder to explain than to see, but my mind reeled with the possibilities of applying the technique to armor models.

Dinner time found Andrew out with his 1/48th scale buddies, Woody Yeung eating with his LA-based cohorts, and Tim, Warrick Wright, and others attending a benefit dinner for the Wounded Warrior project at the Virginia Air and Space center. I called for room service and nursed my aching feet at the hotel until a late night beer and chips bash in Tim's room welcoming Djordje Nikolic, just arriving from Seattle.



Friday morning found Andrew and I back at the venue, while Tim and Djordje headed out to spend the day at the Udvar-Hazy Center, part of the Smithsonian Museum, located in Chantilly, VA. For the two of us, today was all about the Vendor room; a thorough inspection of each and every one of the 114 stalls present. I had three seminars to attend, but not until 1:00pm, so my schedule was wide open. I also used this time to look for everything on a shopping list given me by fellow Seattle IPMS members.

After lunch Andrew and I attended an excellent seminar titled 'General Ground Work Using Pigments and Washes', given by a guy lucky enough to make a living working for Mig Productions, traveling from show to show demonstrating Mig finishing products. Sigh. Programmer? What was I thinking?

Next up was a talk entitled 'Advanced Airbrushing: The Use of Air Pressure and Post Shading' where the presenter demonstrated using low pressure (12lbs) and very thin acrylic paint to highlight panel lines by building up layers of paint. This is an alternative to 'painting it all black' as a pre-shade, then filling in the panels with a base color. Every one of these seminars provides us with some takeaway, some new way of looking at our craft. I love the Nationals!

The next stop on this Friday afternoon was a quick seminar on 'How to Review Models for IPMS' that we (Andrew and I) were asked to attend, followed by a 'Reviewer Corps Beer Bash' over at the venue hotel. We met with about 20 other guys and could finally connect faces to names we've seen on the IPMS review web pages. And the beer was free!

After the get-together I made my first trip into the display room with my camera. Wow – what a HUGE room; the biggest I think the convention has ever had, the rows of model-covered tables seemingly curving over the horizon. To the far left I could see a 15-ft long ocean liner and an even longer U-Boat of some kind, both obviously scratch built. In front of me, a gigantic Anigrand C-5A sitting next to an absolutely stunning 1/48th B-1B Lancer dressed in yellow-green factory primer, each panel line exquisitely detailed. WWI Wingnut Wings aircraft by the dozen loomed on the left and the armor tables off to the right were studded with a multitude of weathered-plastic wonder. And it wasn't even Saturday yet. The counts seemed down from previous years but that might have been an optical illusion borne out of the sheer size of the room. I believe the final, entered-model count was around 3,400+? Learning from past conventions, I took my time LOOKING at the models instead of just photographing them.



Friday night means one thing at the convention – a dinner on the town sampling some of the local cuisine. This time we all (eight) went to the highly recommended 'Crab Shack' in Newport News, right on the water within sight of the shipyards. Our late-member Stephen Tontoni's brother joined us with one of his friends as well. My crab cakes, slaw, and hush puppies were perfectly prepared – a fun time for all.

Saturday morning is always bittersweet. It is the last day of the show, but a big day in the vendor room for sales, and the first crack at seeing all the models, now that the stragglers have come in. This year there were no seminars on Saturday so we focused mainly on getting the pictures we wanted and showing up on time for all the raffles and sales occurring later in the day. I topped out at about 175 pictures this year – down considerably from last year, but I think I got shots of everything I wanted. This year was also a first in the various vendor raffles – I didn't win anything! I did, however, score a couple of cool t-shirts from the Squadron booth, which, like every year, offered big discounts on their catalog of products, free shipping (and the shirts) if you sat down and ordered something using an array of laptops set up for that purpose. Pretty nifty way of competing with the other booths, if you ask me. Why buy a kit and pack it in a suitcase when you can just have it sent to your doorstep?

At 11:00am four of us attended the IPMS Committee meeting where we watched the sole presentation bid for the 2016 Convention, put on by Columbia, South Carolina. (Guess what- they got it!) If all goes as planned, we will be presenting our

bid next year for the 2017 show. Based on a lot of positive feedback, my feeling is that our presentation will be well received.

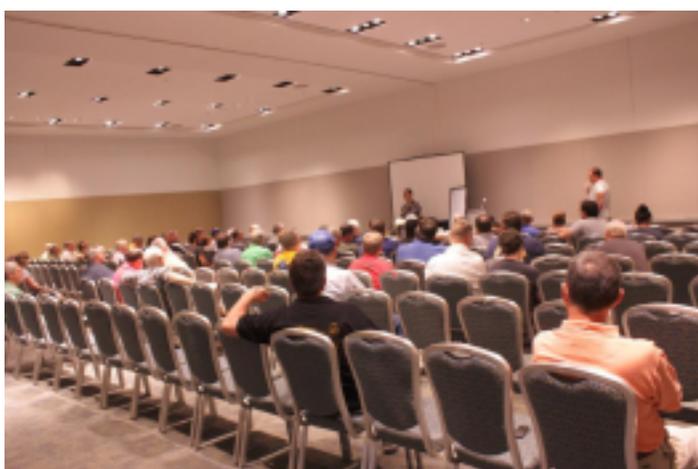
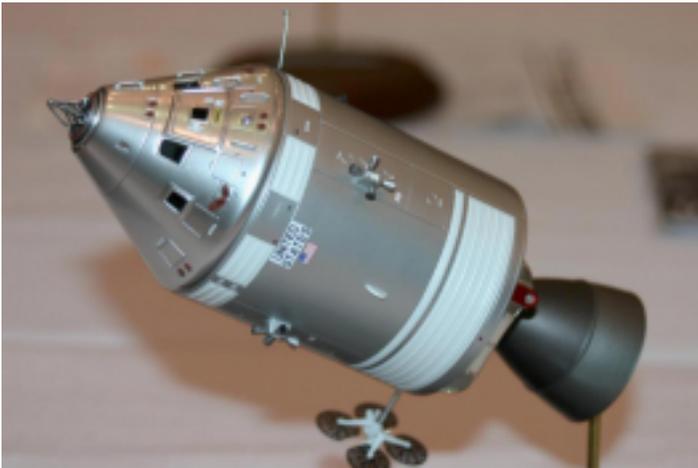
After the meeting it was back over to the hotel to stuff ourselves at a \$10 buffet, and then back to the vendor room in time to take advantage of the sales. I scored with a couple more \$15 used-armor models for myself and a new Academy Merkava IV (\$35) for club-member Bill Johnson.

Late in the afternoon, when everything shuts down, IPMS held a no-host bar get-together in front of the banquet hall, where we hobnobbed with members from other clubs and the IPMS board, and waited to be seated for the dinner and show. At the banquet we listened to a status report from Columbus, Ohio, the location of next year's show, and to the winner of the 2016 bid from South Carolina. Next year's show is at the beautiful (!) Hyatt Regency so if you intend on going, you need to reserve a room now.

The dinner was excellent, the banter interesting (for modelers at least) and the awards ceremony went off without a hitch. Our table received a bunch of awards which is always fun.

We made the last trek back to our hotel for a fitful three hours of sleep until our 2:30am wake-up and flight back. Yikes – East Coast trips!

All in all, it was a really great trip. And I will say this again and again: If you have not been to an IPMS National Convention, you really need to check that box. These four days in August are something that I look forward to all year long. While I spend the rest of my year dealing with everything else life throws at me, these four days are sacrosanct. My true vacation!





Photos from IPMS USA.



## Q.E.D.

by Jim Schubert

The Q.E.D\*, although it was the de facto end of the line of Gee Bee sport, experimental and racing planes, is not, strictly speaking, a Gee Bee even though it is commonly considered to be of that ilk. It was designed and built by Granville, Miller & DeLackner, Consulting Aeronautical Engineers - "G M & D". The story of how Granville Brothers Aircraft, "Gee Bee", became G M & D is long and complicated involving the business climate of the Great Depression, bankruptcy, Sheriff's sale, and shady business dealings. This story is well told in *Skyways* Nos. 10 and 78.

\*"Quod erat demonstrandum", Latin = "What was to be demonstrated". Translated from the Greek, it is translated as, "What was required to be proved". Both phrases are commonly used at the conclusion of a mathematical or scientific proof.

The G M & D, R6H Q.E.D., was designed and built for Jackie Cochran and a co-pilot to fly in the 1934 Macpherson Robertson Centenary Air Race, commonly referred to as the MacRobertson Race from Mildenhall, Suffolk, about 45 miles NNE of London, to Melbourne; a total distance of over 10,600 miles. The Q.E.D. is a big airplane with a wingspan of 34'3" (10.44 M) a length overall of 27'2" (8.29 M) and a takeoff gross weight of 6,500 pounds (2,948 KG) powered, originally, by a stock Pratt & Whitney R-1690 Hornet of ~ 625 hp (466 KW); it carried 400 gallons (1,514 L) of fuel giving a range of 1,400 miles (2,253 KM) at a cruise speed of ~ 230 MPH (370 Km/H). In 1937 the Hornet was modified to produce ~ 750 hp (559 KW) by speeding up the supercharger; some sources say the modifications produced a much larger increase in power.

As a racer the Q.E.D. has the dubious distinction of having failed to finish every race in which it was entered. It did, however, set two city-pair records – Los Angeles to Mexico City and Mexico City to New York.

To summarize the Q.E.D.'s career, here is a table of particulars:

<u>Year</u>	<u>Event Race</u>	<u>No.</u>	<u>Owner</u>	<u>Pilot</u>	<u>Result</u>	<u>Notes</u>
1934	Bendix	77	Cochran	L. Gehlbach	DNF	A

NB Lee Gehlbach was forced down when the engine cowling was drawn forward into the propeller. He rejoined the race crossing the finish line after the maximum allowed time had expired and was, thus, not classified as a finisher. The 1934 Bendix was used as a rigorous shakedown flight for Q.E.D. prior to the MacRobertson race. As a result the mounting of the engine cowling was changed and the chord of the fin was increased to improve directional stability.

1934	MacRobertson	46	Cochran	J. Cochran/ W. Smith	DNF	B
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NB Jackie Cochran and Wesley Smith retired with mechanical problems at their first scheduled stop in Bucharest, at the limit of the plane's range.

1935	Bendix	90	Cochran	R. Leonard	DNF	C
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NB Royal Leonard retired with mechanical problems.

1936	Thompson	77	Cochran	L. Miles	DNF	D
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NB Lee Miles retired with mechanical problems.

NB After the Thompson Jackie Cochran sold Q.E.D. to aircraft broker Charlie Babb who overhauled it and modified the Hornet for the 1938 Bendix race.

1938 Bendix 61 Babb G. Armistead DNF E

NB George Armistead retired with mechanical problems.

1939 Distances \_ Sarabia Sarabia Note F F

NOTES TO TABLE:

DNF = Did Not Finish



**NOTE A**

A - 1934 Bendix: The registration is NR 14307. The plane is overall Lucky Strike Green. "77" on fuselage and registrations, orange outlined black; "Q.E.D." and other text on cowling, gold outlined black. Small lettering below "Q.E.D." on cowling reads, "G M & D Springfield Mass." Leading edges of wings fin and stabilizer have a light colored tape (masking tape?) applied to prevent paint erosion on Ms. Cochran's new airplane. A small window to allow use of a drift meter was located in the belly beneath the rear cockpit with two flare tubes to the right of the window.



**NOTE B**

B - 1934 MacRobertson: Colors/markings as above except "77" on fuselage neatly painted out. Race number "46" in black on a white disc on fin/rudder. Landing lights were added in the noses of the wheel pants and the cowling had a new eight-strut forward bracing replacing the original four-strut affair. The tape was removed from the leading edges.



C - 1935 Bendix: Colors/markings as B above except the MacRobertson race number was crudely painted out with a slightly darker green than was the original and race number "90" was applied to the fuselage in white. Landing lights and drift window were deleted. The landing light holes were plated over with shaped, bare-aluminum patches.



D - 1936 Thompson: Colors/markings as B. above; race number 46 and its disk are still over painted. Race number "77" was roughly applied in white on the fuselage in what appears to be a water-soluble paint. Landing light covers are still unpainted.



E - 1938 Bendix: The registration is now NX 14307. New colors/markings. Overall white or light cream with red or green trim and registration - not outlined; sources disagree. I believe white and red are correct as Sarabia's, later, basic livery follows the same lines as Babb's. Race number "61" in black on fuselage with the speed stripe over it. Babb and P & W and H-S logos on cowling. "Manufactured by Granville, Miller & DeLackner, Springfield Airport, Springfield, Mass." In four lines of very

small black text on rudder below elevator. The landing light covers have been faired in and painted over.

F - 1939 City Pair Records: Registration, XB-AKM. Captain D.A.F. Sarabia, the owner of TASCA Airlines of Mexico, bought the Q.E.D. from Babb and set a Los Angeles - Mexico City record, taking it home, and later set a Mexico City - New York record. He crashed fatally, into the Potomac River at the start of a Washington D.C. - Mexico City record attempt when a forgotten rag was drawn into the supercharger. The plane was inaccurately restored by his family and is on public display in its own museum in Ciudad Lerdo in Durango



state, Mexico. It is overall white with red trim. All trim, save registrations, outlined black. Crossed Mexican and American flags on Cowling, “Conquistador del Cielo” in black above fuselage stripe plus other markings related to Sarabia’s record flight. The restored airplane is not a useful reference for researchers.

A modeler, painter, historian, or keen enthusiast must consult as many references and photos as possible to properly define this airplane’s physical configurations, colors and markings at any point in its varied career as they

changed, at least in detail, often. One must study all references and photos closely, and with care, as there are many, many errors in time, event and place citations. The six photos herewith relate to notes A – F above and are the best that I have. I have yet to find a good, clean, crisp, clear, overall photo of the fully assembled Q.E.D. as marked for the MacRobertson race. Does anyone have such a photo?

I believe the above sets out an accurate description of the physical configurations, colors and markings of the plane. Other details missed in the extant drawings are the two steps/handholds on the left side of the fuselage and, what I interpret to be, two flare tubes and a drift observation window in the belly under the rear cockpit. I believe the hoods over the two cockpits opened as follows: The front and rear pyralin hoods latched to the top of the two flap-doors in the left of the fuselage. Both hoods, when unlatched, slid up and over the crown and down into pockets in the right side of the fuselage as shown in my sketch. The small longitudinal frames in the hood were added and removed, it seems, at random or reason I cannot deduce. A note on the sketch addresses these frames.

I currently have five sets of drawings of the Q.E.D.: C.A. Mendenhall (2), Peter Lewis (1), Bjorn Karlstrom (1), and R.S. Hirsch (1); they are all a bit different and laden with errors so determining the exact configuration of the airplane requires careful examination of a lot of photos. I believe that Hirsch is, unusually, the most accurate of the lot but still has many errors. I may have to do an accurate set of drawings to satisfy myself about the physical configuration(s) of the airplane.

I know of only one model kit of the Q.E.D.; it is of resin in 1/72nd scale from Gabor Szabo’s Plastic Passion company in Hungary:

[http://plasticpassion.weebly.com/store/p3/Gee\\_Bee\\_R6H\\_%22QED%22\\_resin\\_kit\\_in\\_1%3A72.html](http://plasticpassion.weebly.com/store/p3/Gee_Bee_R6H_%22QED%22_resin_kit_in_1%3A72.html)

It costs \$50.00 (£29.50/37.23 Euro) plus shipping. As the Q.E.D. was an obscure, unsuccessful, one-off racer the chances of another manufacturer releasing a kit of it are rare. That’s a pity because it is a handsome airplane with a place in the aviation history of the USA, the UK, and Mexico. If anyone knows of another kit I would appreciate learning of it. I would also appreciate constructive feedback and comments on this article.

#### References:

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*continued on page 16*

## Oregon Historical Modelers Society and the Evergreen Aviation and Space Museum Present Model Show and Contest 2014

The 2014 show will be on Saturday, September 20, 2014, at the spectacular Evergreen Aviation and Space Museum in McMinnville Oregon. Like last year, the show will be in the Space Museum building. The museum showcases more than 60 military and civilian aircraft including a SR-71 Blackbird, and Titan II Missile. For people attending the show there are the following museum entry discounts:

Space Museum Entry Only: \$7  
Both Museum Buildings: \$14  
Water Park Admission: \$20

Model registration begins at 9 am and closes at 12 noon. The models will be displayed and judged until 4 pm at the close of the show.

### Model contest entry costs:

- Adult: \$5 for 1-5 models & \$1 ea. additional model
- Juniors 11-17: \$1 per model entry
- Juniors 10 and Under: Free
- Display Entry: Free

Registration information and forms can be found at  
<http://www.ipms-portland.org/reginfo.htm>

There will be 30 vendor tables.

There will be a free MakeNTake event for younger modelers from 11:00 am until 2:00 pm.

The Evergreen Air and Space Museum is located about a one hour drive southwest of Portland. From I-5 Take Highway 99W to Highway 18 and proceed to Cumulus Ave. in McMinnville, OR. The Museum is across the street from the McMinnville Airport on Capt. Michael King Smith Way.

Note: For GPS directions enter "500 NE Cumulus Avenue" for the address.

### Special Award Sponsorship List

Michael King Smith Memorial Award: Best of Show sponsored by OHMS  
Best of Show: Peoples' Choice sponsored by OHMS  
Best Aircraft sponsored by IPMS Vancouver/BC  
Best Military Vehicle sponsored by IPMS Seattle  
Best Automotive Subject sponsored by IPMS Puget Sound Auto Modelers Association

Best Ship and Sailing Vessel sponsored by OHMS  
Best Space Fact / Sci-Fi / Fantasy sponsored by OHMS  
Best Figure sponsored by OHMS  
Best Diorama and Vignette sponsored by OHMS  
Best Other sponsored by OHMS  
Best Junior sponsored by OHMS  
Johnnie E. Johnson Memorial Award: Best Royal Air Force Subject sponsored by Tony Roberts  
Best Rotary Wing Craft sponsored by IPMS Seattle  
Best Israeli Subject sponsored by Larry Randel  
Best WW II Pacific Theater Subject sponsored by Matt Enochs  
Best WW I Aircraft sponsored by naplak.com  
Best 1940 – 50's Jet Fighter sponsored by naplak.com  
Best Natural Metal Finish sponsored by IPMS Tacoma Green Dragons  
Best NATO (Non-US) Subject sponsored by Ruud VanderSalm  
Best Soviet WW2 Air Subject sponsored by Brian Yee  
Best Soviet WW2 Land Subject sponsored by Brian Yee  
Best Extreme Weathering: Rust Bucket sponsored by Chris Binnett  
Best Extreme Weathering: Dust & Dirt sponsored by Chris Binnett  
Best Aircraft Model from a Pre-1980 Kit sponsored by Mas Kirkland  
Best Middle East War Subject sponsored by Middle East War SIG/Mark Aldrich

### 2014 Classlists

100 - AIRCRAFT  
101-----1:73 & Smaller  
102-----1:72 Single Prop  
103-----1:72 Multi-Prop  
104-----1:48 Single Prop/Allied  
105-----1:48 Single Prop/Axis & other  
106-----1:48 Multi-Prop  
107-----1:32 & Larger Prop  
108-----1:72 Single Jet  
109-----1:72 Multi-Jet  
110-----1:48 Single Jet  
111-----1:48 Multi-Jet  
112-----1:32 & Larger Jet  
113-----Civil, Sport, Airliners & Racing: All Scales  
114-----BiPlanes/Vintage Types/ Airships: All Scales  
115-----Rotary Wing: All Scales  
116-----Vacuforms/Scratch-Built/Conversions: All Scales

BEST AIRCRAFT AWARD sponsor IPMS Vancouver BC

200 - MILITARY VEHICLES  
201-----Fully Armored -- 1/35 & Larger, WW2 or Earlier – Axis  
202-----Fully Armored -- 1/35 & Larger, WW2 or Earlier – Allied  
203-----Fully Armored -- 1/35 & Larger, Post WW2  
204-----Open Top AFVs -- 1/35 & Larger, All Eras (TDs and SPs)  
205-----Armored Cars & Half Tracks -- 1/35 & Larger, All Eras

206-----Soft Skins -- 1/35 & Larger, All Eras  
 207-----Towed Artillery and Missiles -- 1/35 & Larger, All Eras  
 208-----1/36 to 1/71, (1/48) all Eras  
 209-----1/72 and Smaller, all Eras  
 210-----Scratch Builds, Conversions, and Displayed Interiors –  
 All Scales, All Eras

BEST MILITARY VEHICLES AWARD sponsor IPMS Seattle

#### 300 - AUTOMOTIVE

301-----Competition-Closed Wheel  
 302-----Competition-Open Wheel  
 303-----Competition-Drag Racers  
 304-----Showroom Stock, Box Stock Cars  
 305-----Street Machines, Custom Cars & Hot Rods  
 306-----Pick-Up Trucks, SUV  
 307-----Commercial Trucks  
 308-----Motorcycles  
 309-----Curbsides  
 310-----Scratchbuilt-All Scales

BEST AUTOMOTIVE AWARD sponsor IPMS Puget Sound Auto Modelers

#### 400-SHIP AND SAILING VESSEL

401-----1/351 or smaller -- Military  
 402-----1/350 or Larger -- Military  
 403-----Civilian Ships -- All scales  
 404-----Submarines -- All scales  
 405-----Non-Motorized (Sails) -- All scales

BEST SHIP AWARD sponsor OHMS

#### 500-SPACE FACT/SCI-FI/FANTASY

501-----Space Fact  
 502-----Space /Sci-Fi Fantasy

BEST SPACE FACT/SCI-FI/FANTASY sponsor OHMS

#### 600 - FIGURE

601-----Figures, Smaller than 54mm  
 602-----Figures, 54mm, 1/32 & 1/35  
 603-----Figures, Larger than 54mm  
 604-----Figures, Sci Fi, Fantasy, or Other

BEST FIGURE AWARD sponsor OHMS

#### 700 - DIORAMA & VIGNETTE

701-----Aircraft  
 702-----Armor/Military-Small (One vehicle and/or 4 or less figures)  
 703-----Armor/Military-Large (Two or more vehicles and/or 5 or more figures)  
 704-----Automotive

705-----Ship/Maritime  
 706-----Space Fact/Sci-Fi/Fantasy  
 707-----Diorama-Miscellaneous

BEST DIORAMA AWARD sponsor OHMS

#### 800 - OTHER

801-----Flight of Fancy  
 802-----Collections - Five or More Related Models  
 803-----Humorous  
 804-----Miscellaneous - Anything Not Covered Above  
 805-----Group/Club Entries (each entry will count as one kit for entry cost)

BEST OTHER AWARD sponsor OHMS

#### 900 - JUNIOR (Entrants less than 18 years old)

901-----Aircraft  
 902-----Armor  
 903-----Automotive  
 904-----Ships  
 905-----Space Fact/Sci-Fi/Fantasy  
 906-----Figures  
 907-----Diorama

BEST JUNIOR Ages 11-17 AWARD sponsor Bruce McKinney

#### EXHIBITION / DISPLAY

All Subjects/All Scales (Not Judged)

#### CONTEST RULES & NOTES

- IPMS/USA National Contest Judging Guide will be used.
- Categories may be adjusted by the Head Judge based on number of kit entries on the day of the show.
- Contestant may enter a model in one IPMS Contest Class and one OHMS Special Award Class.
- No-Sweeps rule is in effect (one entrant cannot win 1st, 2nd, and 3rd in the same category unless they are the only entrant in that category).
- Juniors may compete in Senior categories
- All Judges decisions are final.
- Note for Class 805--Each Group/Club Entry will count as 1 kit for entry cost (even if the group build consists of multiple pieces).
- Prior IPMS Nationals 1st, 2nds, or 3rds may not be entered into competition classes but they can be placed in the Display area

For more information, visit the show web site at:

<http://www.ipms-portland.org/show-main.htm>

## Fine Molds 1/48th Scale Mitsubishi KA-14

by Hal Marshman Sr

I saw a review of a build of this kit on Modeling Madness, and had an immediate attraction to it. I did not find it listed on any American sources, so had to go through HobbyLink Japan. I must say the experience was enlightening. Postage cost for regular service was USD 9.50, and I had the model in 10 days, which I thought was pretty decent. I would not hesitate to use this source again.

I'll give you just a wee background on this rather unusual looking machine. It was designed in 1935 by Jiro Horikoshi. Only one prototype was built in this configuration. The subsequent prototype design featured straight wings, and was developed into the Mitsubishi A5M, which we code named the Claude, one of my very favorite Japanese planes. The Claude served as a basis for the development of the A6M Zero fighter, with which we are all familiar.



Note the box illustration, with the anime type illustration. This represents Hayao Miyazaki's movie *The Wind Rises*, [Note: see the March 2014 *Seattle Chapter News* for an article about the film - ED] in which the airplane plays a prominent part, and the person is Jiro Horikoshi himself. Well in any case, what might appear to one as perhaps a toy, is in fact, a serious model kit by Fine Molds.

The kit is nicely cast in light gray plastic, with finely done scribed surface detail. I found no flash, no ejector pin marks, and no dimples. The basic airframe is quite simple, being the standard two fuselage halves, to include the vertical fin. The headrest fairing is a separate molding. The wings are a one piece bottom molding with two individual top pieces. Horizontal tail surfaces are each one piece affairs, as is the separate rudder. The fabric effect on the control surfaces is limited to the rib tapes, with no fabric etched in, and no sagging between ribs. It is quite restrained. Assembly is quite straight forward, and offered me no difficulties.

The cockpit is pretty nice, and about all you need. There is a floor, rib system for the side walls, with throttle quadrant a separate item, plus a couple of black boxes. Rudder pedals and stick are fine, plus there are a pair of consoles, and a handle to the right of the seat, for which I cannot figure a purpose. I built a set of seat belts for mine, but no shoulder straps. There's no gun sight besides the telescope sight mounted to the nose in front of the windscreen. The whole thing builds up into a nice little sub assembly. There are a pair of 7.7mm machine guns, which you can only see the butts of once installed, and two instrument panels, one smooth, and the other with instruments relief cast. There is a decal for the smooth one, but I used it on the relief cast one, and once installed, with a tiny drop of window maker for lenses, it looks pretty spiffy.

The engine is pretty well detailed and is a major assembly. It's just a wee bit finicky to build, so keep the instructions close to hand. All is very nicely cast and detailed, but no need to go into great extra detail such as plug wires, as there is a dish shaped fairing that goes in front of all, and all you can see is pushrods and cylinder tops from the front. The cowling ring is in two parts, but assembles quite easily, and needs only a mere dressing down to cover the seam. Take some time painting the intake manifolds and exhaust pipes, as they will be very visible once the assembly is attached to the fuselage nose. There are hollowed caps to install at the bottom of the exhausts, thus no need for drilling. It's somewhat finicky, so don't hurry with it.

Landing gear consists of two half pants, with a one piece wheel. I'll repeat my process here, I assemble and install the pants, but leave the wheels out until the whole bird is assembled and painted. I then razor saw a vee from the outside of the tire to the axle hole, piece of pie-type wedge, if you will. It's easy to slip the wheel into the pant and secure to the axle stubs. No pain, no complicated masking. If there's a weak point in the kit, it's the tail wheel assembly. The wheel is cast onto one half of the tear drop shaped pant, with an attached rod to cement into a hole in the bottom of the fuselage. Looking at that rod, I felt that the first ill breeze that came along would snap it off quite neatly. So, I snapped it off myself, and drilled a 0.7mm hole into the top of the pant, and super glued a section of aluminum tube into it, and super glued the assembly into the hole in the bottom rear of the fuselage.

The decal sheet consists of blood red hinomarus for all six positions, the instrument panel dials, and red stripes to use for warning stripes on the nicely cast two bladed propeller. Matching the red of the insignia for painting the entire tail assembly is no easy task.

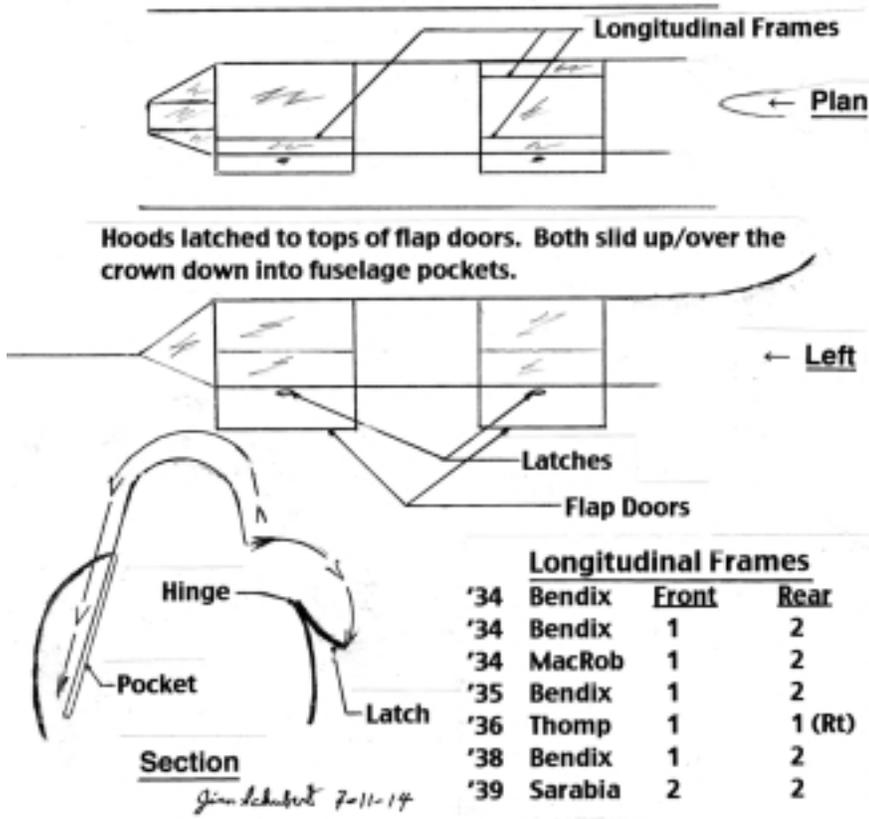
I made my Japanese Green/Gray by mixing a 50/50 combination of Model Master RLM 02 with RLM 63. I applied a clear gloss to the painted model, this was a prototype in 1935 Japan, so no weathering would be the way to go. The enclosed pictures failed to capture the shade correctly.

So...if you want a nice model of a not-too-well-known airplane, this would be a great subject. A nice collection would be this prototype plane, an A5M Claude, and an A6M Zero.



### OPENING Q.E.D.'s HOODS

Rough Sketch – No Scale



Longitudinal Frames			
		Front	Rear
'34	Bendix	1	2
'34	MacRob	1	2
'35	Bendix	1	2
'36	Thomp	1	1 (Rt)
'38	Bendix	1	2
'39	Sarabia	2	2

Q.E.D.

from page 11

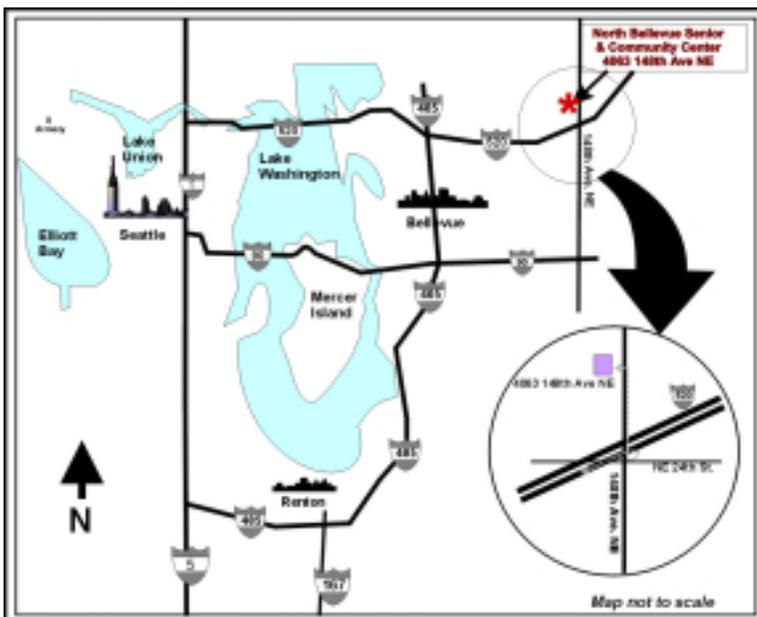
9. *Skyways, the Journal of the Airplane 1920-1940*, No. 78: article, Q.E.D. the Last of the Great Gee Bees, John Garrett, April 2006.
10. *Airpower* magazine, Vol. 8, No. 2 of March 1978: Built for Speed, Walter Boyne.
11. *Wings* magazine, Vol. 8, No. 2, of April 1978 Part 2 of Built for Speed, Walter Boyne.
12. Google and Google Images: most entries are about the sorta-looks-like but is all wrong "Q.E.D." repro currently flying out of Olympia, Washington. It is worthless for reference; everything about it is deviant from the original.

NB I also consulted *Thompson Trophy Racers*: Roger Huntington, Motorbooks international, 1989, USA, ISBN 0-87938-365-8 and *September Champions*: Robert Hull, Stackpole Books, 1979, USA, ISBN 0-8117-1519-1 but they were of no value in my search.

Can anyone add other worthwhile references to the list?

## Meeting Reminder

## September 13



### North Bellevue Community/Senior Center 4063-148th Ave NE, Bellevue

**Directions to NBCSC:** 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.