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Club Officer Elections Results

The results of the IPMS Seattle officer election are now final.

A total of 77 ballots were submitted via SurveyMonkey. After review, 6 ballots were invalidated for the following reasons: individuals not on the paid membership roster (4), a ballot submitted on behalf of an individual who did not vote (1), and a ballot with no candidate selected (1). This left 71 valid votes, meeting the quorum required under the club's Bylaws.

Election Results:

- **President:** Mike Millette (70%), Kevin Barrett (30%)
- **Vice President:** Gill Vincent (100%)

The newly elected officers have begun transitioning into their roles and are being introduced to the club's operations. In the coming weeks, they will be establishing priorities for their terms, including a review and update of the club's Bylaws and operating procedures. Please join us in congratulating Mike and Gill, and thank you to all candidates for volunteering to help out the club.

As part of this transition, the new leadership welcomes input from the membership regarding club activities and priorities. To facilitate this, please use this email address to share feedback privately:

info@seattle-ipms.org

With the election process now complete, it is also appropriate to briefly reflect on the events that led to this moment. As noted in a December editorial:

“Recently, our club has faced a painful reminder of what happens when disagreements turn acrimonious... But how we handle those disagreements matters just as much as the issues themselves. Respect and civility are not optional; they are the foundation of any healthy organization. ...”

Thank you to the many members who helped de-escalate tensions and share information objectively; to the IPMS/USA staff for their support during a challenging time; and to those who stepped forward to volunteer or apply for the vacant officer positions needed to re-establish the club's leadership.

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Public Disclaimers

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. 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.

Editorial Policy

Our newsletter is prepared with the goal of providing information that educates, informs, and helps expand the skills of our membership about our hobby: plastic scale modeling (including resin, vacu-form, and 3-D printed scale models). All content related to the hobby are welcome. For more detail, please see the complete Editorial Policy [here](#).

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We need your content! You are encouraged to submit material for this newsletter to the editor. We 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. Any Microsoft Word or text document is suitable for publication. Please do not embed photos or graphics in the text file, submit as single, separate files (jpeg if possible). Articles can also be submitted via e-mail, to the editor [email address](#). Deadline for submission of articles is generally twelve days prior to the second Saturday of the month - earlier would be appreciated! Please [email](#) 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.

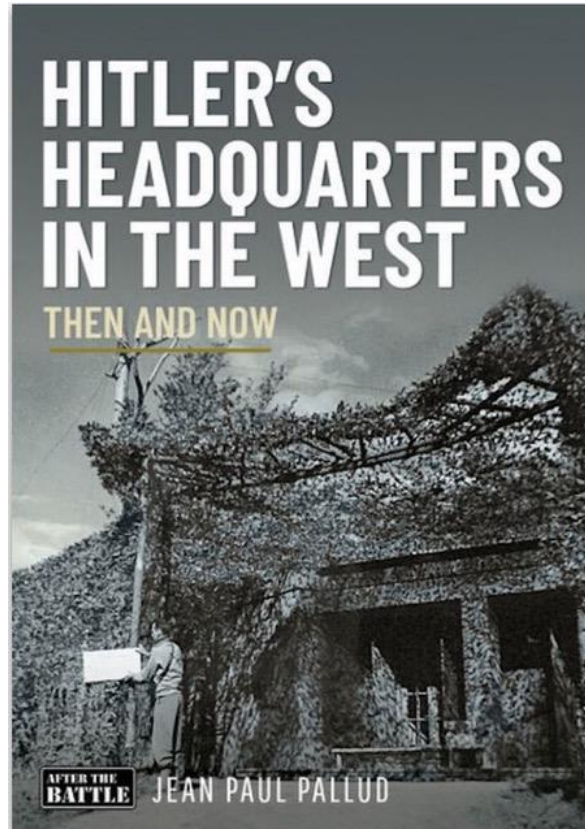
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[IPMS - International Plastic Modelers Society - Seattle Chapter \(ipms-seattle.org\)](http://ipms-seattle.org)
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Book Review: Hitler's Headquarters in the West, Then and Now



By Bob LaBouy

Publisher's Introductory Notes:

"Führer Headquarters were Nazi command centers used by Hitler and his officials during World War II.

The Führer Headquarters, Führerhauptquartiere abbreviated FHQu in German, were headquarters used by Nazi leader Adolf Hitler and his close circle of commanders and officials. As Hitler directly controlled much of the German war effort, the FHQu were de facto military headquarters.

At the beginning of the war, Hitler's railway train served as Führerhauptquartier, for example during the Balkans campaign in the spring of 1941, but the construction of Führerhauptquartiere, Hitler's Headquarters, was entrusted to the Organisation Todt, the Nazi civil engineering body.



The small cabin called the 'Kampfhaus' on Obersalzberg where Hitler wrote his book *Mein Kampf* after his release from Landsberg prison. No trace of it is left today.

Munich in November 1923. He was subsequently imprisoned at Landsberg, and after his release in 1925, he sought refuge in the Obersalzberg. He then stayed in a small cottage called the Kampfhaus and wrote the second part of *Mein Kampf* there.

In 1928, he was living in another house, Haus Wachenfeld, which he initially rented, but the royalties from his book allowed him to buy it in 1933. He then began to rebuild the chalet which would become known as the Berghof (Mountain Court). After coming to power in January 1933, he commissioned Rudolf Hess, his secretary, to negotiate with local farmers the purchase of their property on the Obersalzberg. Those unwilling to

Royalties from his book allowed Hitler to buy Haus Wachenfeld in 1933. The house, which became the Berghof, was given another floor and wide steps were built leading up to the front of the building.



'Wolfsschanze' in East Prussia is well known, not least because of 'Operation Valkyrie', Oberst Claus von Stauffenberg's attempt to kill Hitler by detonating a bomb under a conference table on July 20, 1944. It was one of the largest Führer headquarters, and the one where Hitler remained the longest period but by the end of 1944, 16 headquarters had been built throughout Europe and three more were still under construction. Many were never used."

Reviewer's Notes:

In this book, the latest After the Battle (ATB) publication, Jean Paul has published an extensive and beautiful book chronicling the multiple locations of the Führerhauptquartiere,

officially abbreviated FHQu. Like myself, I had labored under the impression that there were only one or two such fortified headquarters. I was really off base in my assumption—as there were at least 16 headquarters designated for the Fuhrer.

This book is a hardback format and uses a heavy gloss paper, permitting the reader to better view the books' images. It contains at least 20 color images and (what I estimate) over 100 black and white photographs and sketches and drawings throughout the book. Many of these images provide the perspective of the 'then and now' comparisons the ATB series is well known for.

In the section covering the Balkans campaign 'Frühlingssturm', I was especially interested in his discussion about the "America". As the lengthy and fully armored train the Führersonderzug was described in photographs. Another personal observation: there are many German names and abbreviations used through this book. Having studied German in both high school and university, that allowed me to interpret and better understand the German pronunciations and word.



Another of the projects realised on the Obersalzberg under Bormann's direction was the construction of dwellings for personnel. The Klausheide settlement was begun in 1941 and the Buchenhöhe settlement in 1942. Building the Kehlsteinhaus on the top of the Kehlstein Mountain was Bormann's idea. A road six kilometres long was carved out of virgin rock.

Bormann was behind the idea of building a tea-house on the 1,816-metre high Kehlstein mountain. To get from the parking area to the mountain peak above, a marble-clad tunnel was driven 126 metres into the rock leading to a lobby from where a lift transported visitors 124 metres up to the interior of the tea-house. Received there in 1938, French Ambassador André François-Poncet coined the name 'Eagle's Nest' for the building.

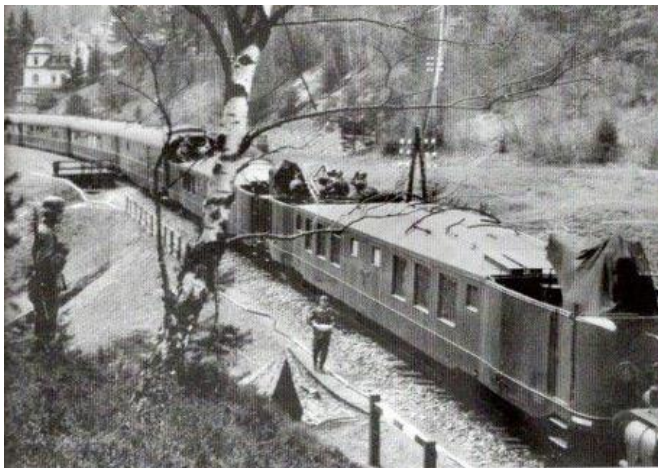


The Berghof/Berchtesgarden - 15

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The Führersonderzug 'Amerika' arrived in Mönchkirchen, Austria, at 7:20 a.m. on April 12, 1941. Parked in the small mountain station there until April 26, the train served as the Führerhauptquartier 'Frühlingssturm' during the campaign in the Balkans. The train's two Flakwagens, here coupled together, with Hotel Mönchkirchnerhof in mid distance. (ATB/USNA)

The new Sonderzug 'Atlas' of the Wehrmachtführungsstab arrived on the evening of April 11 and was parked in the southern part of the Hartberg tunnel. The Führersonderzug arrived in Mönchkirchen at 7:20 a.m. on April 12, two hours later than scheduled, as light snow was falling. A handcar ensured the fast connection between the two trains through the tunnel.

Göring's Sonderzug 'Asien' parked in the Wiesenhöfe Tunnel north of Friedberg, a few kilometres south of Hitler's location, Himmler's Sonderzug 'Heinrich' parked at Brück an der Mur, west of Mönchkirchen, and von Ribbentrop's Sonderzug 'Westfalen' parked in Vienna's Südbahnhof. The OKH used the Maria Theresa Academy facilities in Wiener-Neustadt.

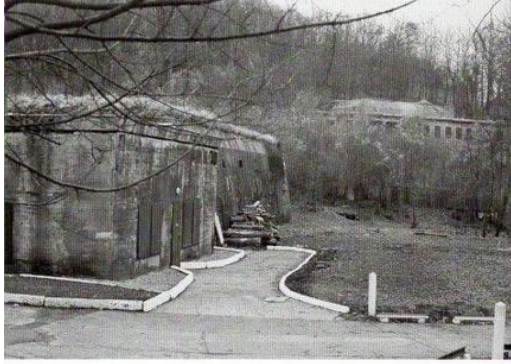
Except for short walks to the Mönchkirchnerhof, where he watched the latest newsreels, Hitler did not venture from his Sonderzug beyond the station platform.

On April 19, he received King Boris III of Bulgaria. On April 20, he celebrated his 52nd birthday, and well-wishers included Franz von Papen, then German Ambassador to Turkey, Generaloberst von Brauchitsch, Admiral Erich Raeder, and Italian Foreign Minister Gian Galeazzo Ciano.

The Campaign in the Balkans, 1941, FHQU 'Frühlingssturm' • 79

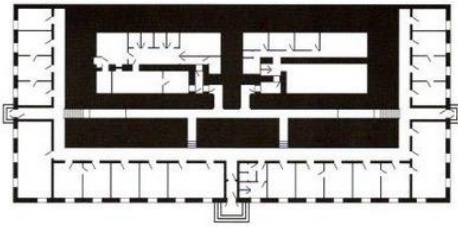
As a sample of Jean Paul Pallud's writing, I am quoting from his book: *"By a queer twist of fate, General Speidel then returned at Margival. After the war, he had served for some time as Professor of Modern History at Tübingen University, his book referred to above being published in October 1950. One month earlier, the three Western occupation powers - Britain, France, and the United States - had accepted in principle that West Germany could contribute military forces to the security of Europe and Speidel became involved in the development and creation of the Bundeswehr. West Germany joined the North Atlantic Treaty Organisation (NATO) in 1955 and in April 1957 Speidel was appointed Commander Allied Land Forces Central Europe. In June, he was promoted to four-star rank just as the first three German divisions joined NATO forces. He immediately brought new perspectives,*

challenging the Allies to think innovatively about the relationship between conventional and nuclear forces in the conduct of land operations. Speidel remained at this post until September 1963, an impressive achievement considering he had been a general under Hitler only 15 years before!"



There were seven heavy bunkers of 'Baustärke A' in the inner compound. This photo taken in 1962, during French use of the site, shows a well-maintained Bau 4, a bunker of the 'Baustärke A' type, that during the war had housed the PKO teleprinter exchange. In the background, across the railway line, stands Bau 1. The original German concrete road was still in perfect condition. (Michel Trutmann)

Depending on their size, the bunkers of 'Baustärke A' comprised either one or several separate shelters, with a gas-lock at each entrance. Bau 1 and 4 comprised only one shelter, Bau 2, 21 and 23 (this plan here) two, Bau 9 three and Bau 5 four. Most of these bunkers had an annex, or 'Vorbau', comprising overflow offices with walls and ceilings only 50 to 75cm thick.



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Recommendation:

This is yet another terrific book and serves as a great resource for those searching for more information about Hitler's World War II various secret and fortified headquarters.

I want to thank Casemate and Pen & Sword, as well as IPMS/USA for the opportunity to review this book.



Hitler's pre-war Sonderzug had ten coaches of uniform size, painted dark green and drawn by two locomotives. At the outbreak of war two anti-aircraft wagons were added, one behind the locomotive and another at the rear, each armed with two 20mm guns and manned by a crew of 20 to 30 gunners.

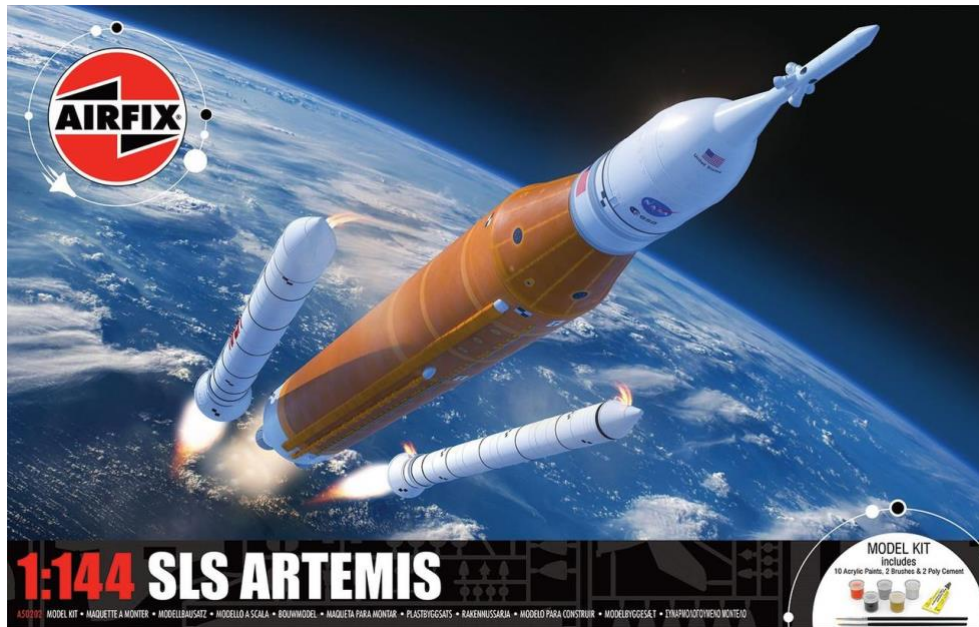
On September 12, 1939, while the Führersonderzug was parked on a siding at Illnau, Silesia, von Ribbentrop and Hitler strolled alongside the train to stretch their legs. The same railway station as it appears today, now Jelowa in Poland. (AT&T/USNA and Historical Sites)



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Airfix 1/144 SLS Artemis Review



by Tracy White

With the ending of the Space Shuttle program in 2007, NASA determined that the path forward involved a return to capsule and booster architecture. A short-lived program named Constellation sought three separate stages of achievement; work on the International Space Station, a return to the moon, and eventual crewed flights to Mars.

This project was underfunded and eventually cancelled in 2010-2011, however work continued

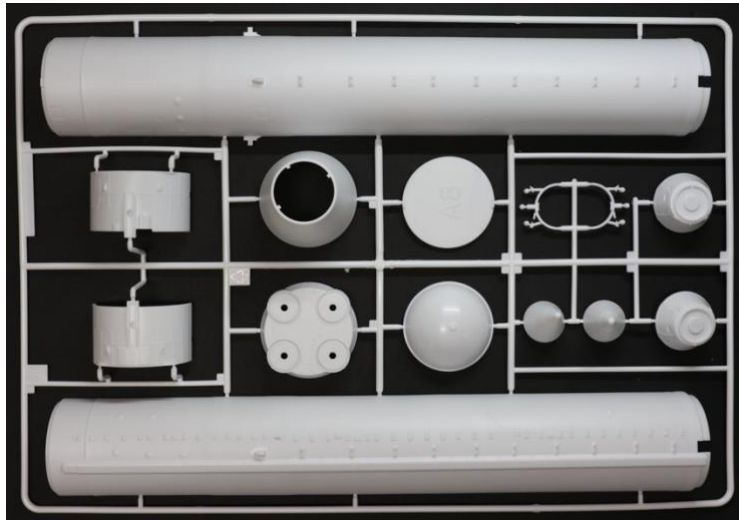


on the Orion crew capsule and “Space Launch System” that replaced the Space Shuttle’s Space Transportation System. Project Artemis was established in 2017 to return to the moon utilizing the SLS and Orion spacecraft with the landing itself performed by a commercially-developed lander. At this time there are five defined Artemis missions planned, with Artemis I having occurred in November of 2022, and Artemis II in April of 2026.

Artemis utilizes many remaining Space Shuttle systems and components, including four of the RS-25 engines used by the Space shuttle and much of the solid rocket boosters - the recently-launched Artemis 2 mission utilized over fifty pieces on average in each Solid Rocket booster that had flown as part of a Space Shuttle mission.

The Airfix 1/144 SLS Artemis kit is one of three plastic injection-molded kits on the market at present. AMT has a 1/200 kit that stands 19" tall before the stand and both Airfix and Revell have 1/144 kits that should stand just short of 27 inches without kit stands. I decided to go with the later scale to have a build that is commonly scaled with my airliner and some ship builds. Inside the end-opening box are four sprues of parts, an instruction guide, color and decal guide, sheet of decals, and bag with two paint brushes and some acrylic paint.

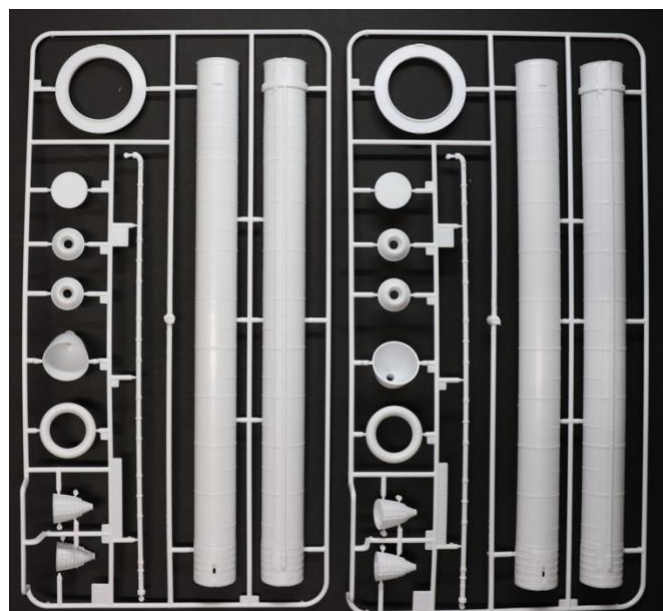
Tree A holds the large fuel tank halves and other major pieces as well as the Solid Rocket Booster nose cones and fairings. The fuel tank halves have texture where appropriate for the



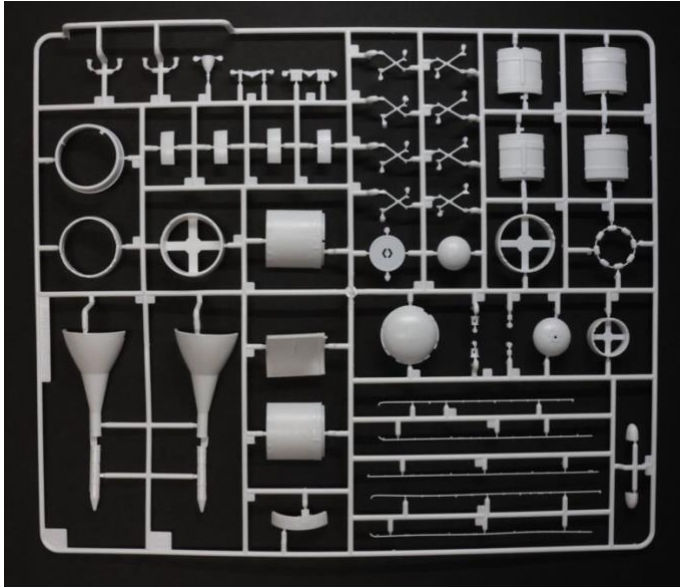
areas covered in foam and are split so that the majority of the seam line will be hidden by the solid rocket boosters. Detail is nice but perhaps a touch soft.

There are two copies of tree "B" and are heavily focused on the rocket engines and Solid Rocket Boosters (SRBs). The two halves of the SRB are "fore and aft," essentially on full display which may force more attention to cleaning up, but this was done to preserve detail while

providing fewer part count at a lower cost (avoiding multi-part slide molds). The only multi-part molding done on this kit is for the exhaust nozzles for the "Core Stage" RS-25 engines re-used from the Space Shuttle program. Parts are oriented to put the detail where the two-piece molds will provide the best fidelity, but still feel a bit soft. There is at least one set with the pieces reworked for the SLS kits but I have no awareness of how easily they replace the kit parts at this point.



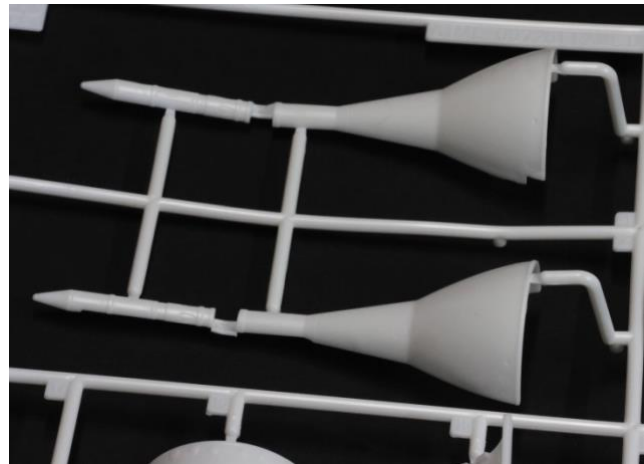
Tree D is mostly focused on details and upper-stage parts. One nice feature of this kit is that it is designed so the upper stage



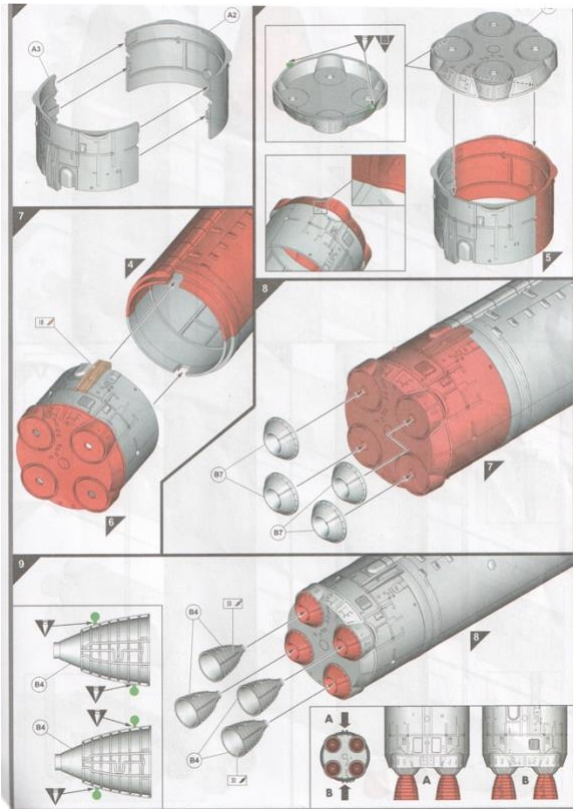
is removable for separate display (or grandkids to lose). This is an optional feature, although not marked as such. Simply skip steps 57 through 70 and one can screw the upper stage to the interface

One item to note – Part D9 is the ICPS (Interim Cryogenic Propulsion Stage, or upper stage of the SLS) exhaust for the RL-10B-2 engine used on this stage. This version has what is known as an extendable exit cone, which is stowed during the initial ascent and deployed to lengthen the cone before this stage fires.

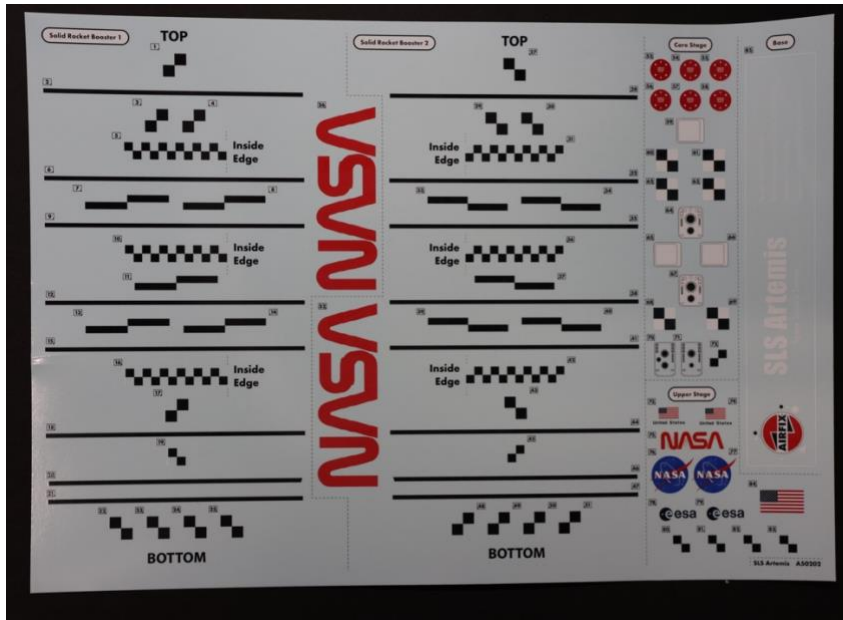
When stowed, it looks like one cone nested inside of the other, and the extendable section is smooth on the outside and lacks the structural ribbing of the top section. Airfix's rendition is only of the initial exhaust segment and is missing the extending cone section. This would be a good detail enhancement for a 3D printing company to



offer (if any should happen to be reading this).



Also included is a twenty-page instructions booklet; the first third of which are notes and warnings in various languages. A separate color and decal guide is double-sided color-printed and inserted. Some examination of the vehicle during assembly reveals a couple of errors in the color call outs for the ICPS (Interim Cryogenic Propulsion Stage) likely caused by using Delta IV rocket photos as references - the helium tanks (part D34) are carbon fiber and should be black and not red and the exhaust cone (Part D9 – also mentioned earlier) should be various metallic shades and not red.

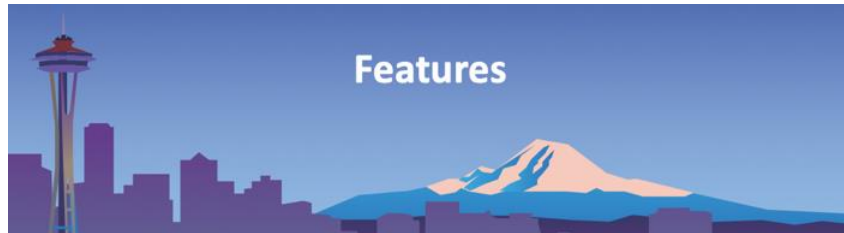


The decal sheet contains markings for the Artemis I launch only – not a surprise given the 2025 kit release and 2026 launch. Most of the markings are the same and some of the differences are in position only; however, Artemis 2 had sizeable “America 250” logos on the Solid Rocket Boosters that limit this kit to Artemis I or potentially a subsequent launch. I like the layout in the sheet – decals are sectioned off for each

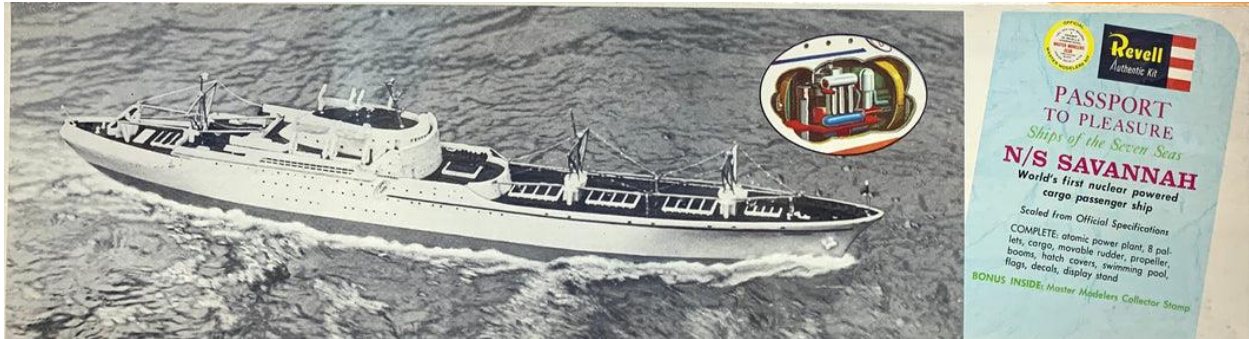
booster and stage to minimize the amount of hunting around on a sheet.

Regarding the starter paint set and two brushes – Notably there is no white paint (although the kit is molded in white) but for John DeRosia there are at least two shades of orange (Query: If John wrote a memoir, would he title it “Fifty Shades of Orange”?). These are clearly meant for brush painting and I have not taken a look at their use or results.

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Old and Rare Kits Revell 1/380 Scale N/S Savannah



By J. Bankston

Revell 1959 issue 1/380 scale N/S Savannah - the kit had moveable booms, cargo pallets with barrels, sacks and crates that could fit into the cargo holds with removable hatches - pre-container days. There was also a scale atomic powerplant which could be inserted and removed via the hatch over the nuclear power compartment located directly in front of the bridge of the ship.

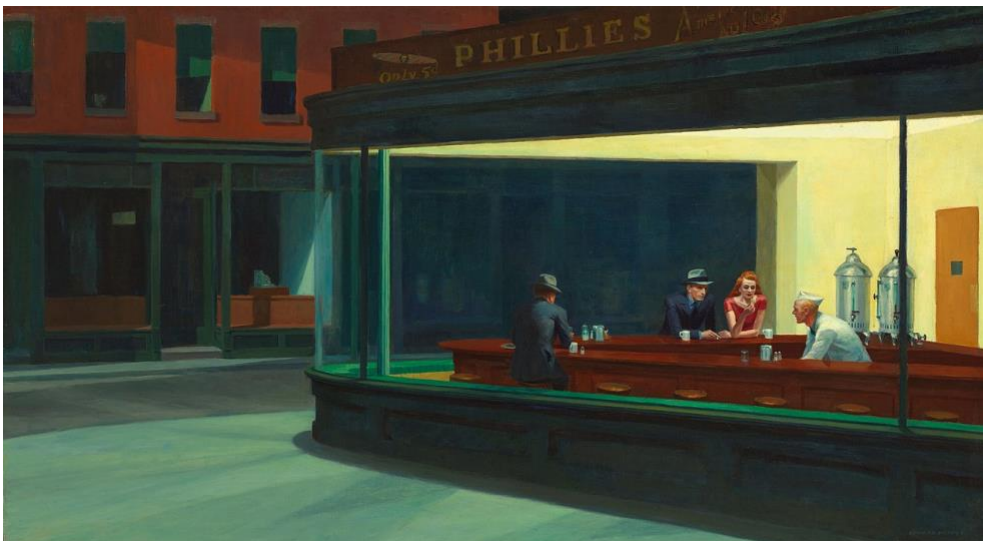


Finding Your Personal Model Zeitgeist



By Ray Skoff

I have a bunch of artists in my family so I spent a decent amount of my time surrounded by people with that talent and mindset. I continue to be amazed by an artist's ability to mentally transpose a three-dimensional object into two dimensions. I've also been exposed to the artist's culture that values the expression of individuality over technical accuracy. One of my favorite artists, Edward Hopper, is an excellent example. In my opinion, 'Nighthawks' is one of the greatest paintings ever made but it would certainly not win an award for a perfect representation of architecture or the human form. With all of that said, I was not infused with the family's artistic DNA and became a family outlier more attracted to the technical stuff. So, although I have no artistic DNA, I think I understand what artistry is and I value that approach to



creativity. At odds with this value, I also know I cannot totally repress a need to be technically competitive so I find myself in conflict most waking hours.

We have an interesting hobby in that it places a toe both in the technical and the artistic realm, and I realize that finding the balance



between the two can be a frustrating experience. I really value artistic expression in model-making, but I am also compelled to build 'competitive' models that are technically accurate and are hopefully reflective of a superior skill set. I really love the Curtiss Jenny for its complex beauty and its role in our early military aviation history. So, a year ago, I spent quite a bit of time taking the 'crude but good bones' Lindberg 1/48 scale Jenny model from those Eisenhower-era parts to a model somewhat representative of the true airplane. One of the biggest challenges with building this airplane is the complete rat's nest of rigging required, and having some experience with basic rigging combined with a lot of research, I think I somewhat captured the essence of the airplane. Most challenging was the rigging, incorporating EZ line and 1/32" hollow brass tubing for turnbuckles. Building the model was a little more than I really wanted to subject myself to, but overall, it was a pleasant experience and the airplane seems to be fun to look at.

I thought I met my artistic goals for the airplane, but I thought I fell short on the technical side. For example, my canopies were too thick, I didn't use accurate turnbuckles, my dihedral was wrong, the engine had no detail, the struts needed work, and I didn't have doublers on my flying wires.

I thought I could do better, correct my technical failings, and build a more accurate model. So, I am about 95% done with my second go at it. I spent at least twice as long building this model than the first one and the work has been a bit too challenging to be an enjoyable build, however the model incorporates most of the technical issues that were wanting for improvement. For example, moving from small brass turnbuckles to GasPatch 1/48 scale turnbuckles was significantly more challenging. That said, looking at what I've done, I am not sure I am satisfied with what I have accomplished. I'd swear that when I place my new Jenny next to my old one, I'm not sure which one is a model more reflective of who I am. I'm starting to think my first model is more where I want to be as a modeler than my second one.

Of course one could say the goal is to attain both, but it's a rare person among us who can say they enjoyably built an artistic masterpiece reflective of the highest build quality. Because I am not in this stratosphere, I am finding that my challenge is to find a balance between fun, artistry, and technical mastery. Through my Jenny builds, I've realized I may be more interested

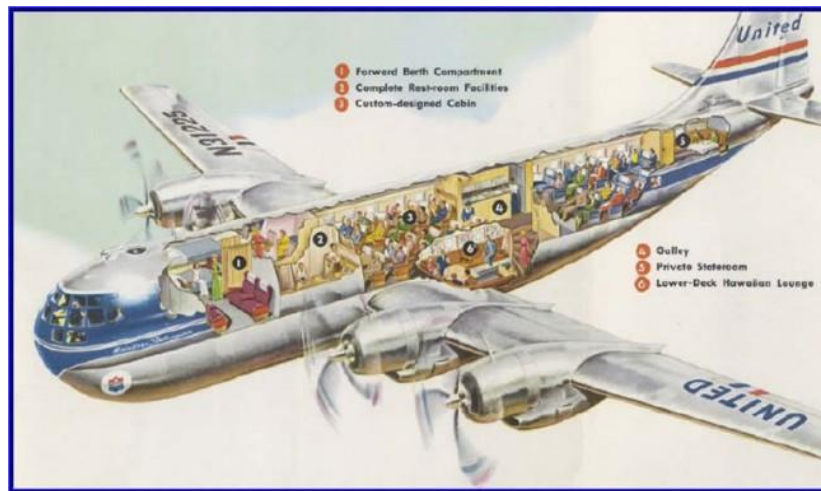
in building a model that people enjoy looking at than one that looks perfect, so I may in the future need to repress my need for competitive perfection in the interest of doing something a bit more attuned to meeting my softer goals.

The cool thing about this hobby, other than an excuse to spend time with you, is finding the path that gives me the most pleasure and sense of satisfaction. I'm not sure I've figured that out yet, but the key may be to look at what I think is the coolest model on the table and then emulate that. Of all the models I've seen this past year, the one that has most blown me away is that fighter painted by that young lady in Starry Night colors, and maybe that's my key.



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Boeing 377/C/KC-97 Stratocruiser



By Norm Filer

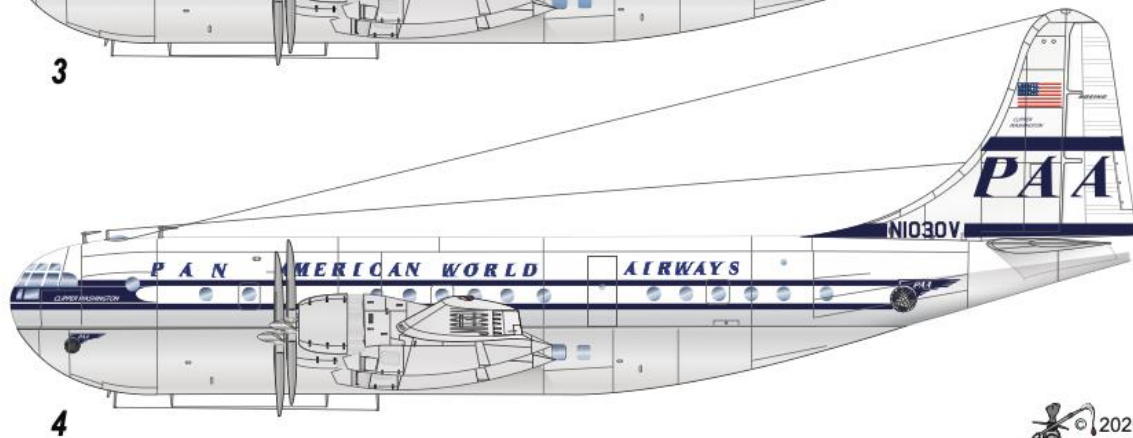
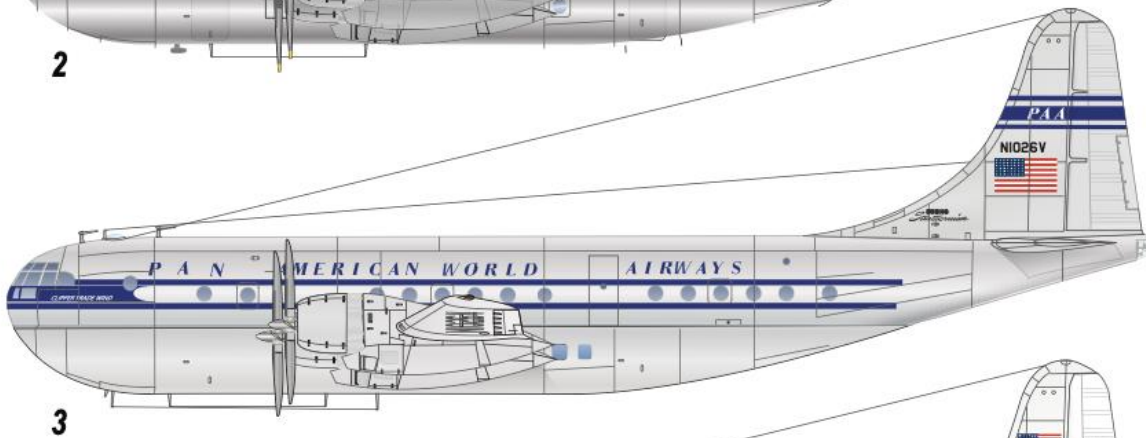
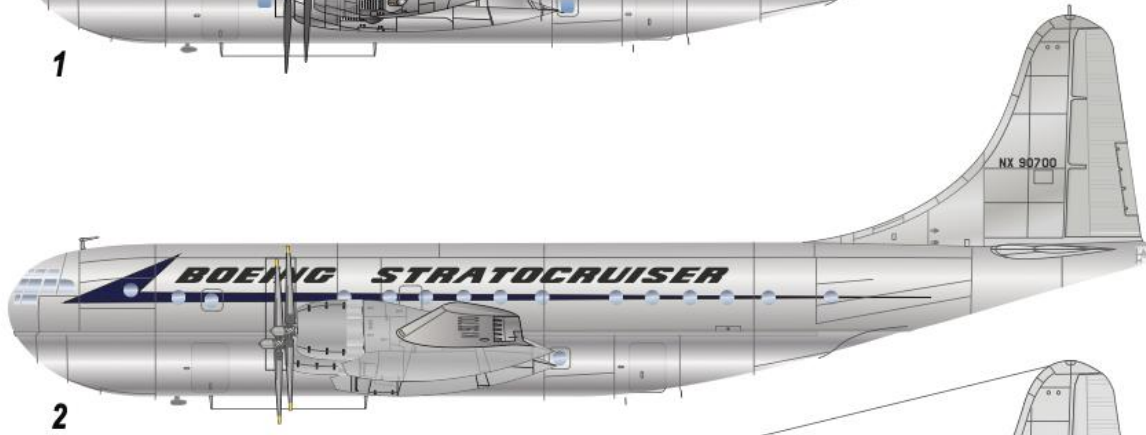
(From Wikipedia)

The **Boeing 377 Stratocruiser** was a large long-range [airliner](#) developed from the [C-97 Stratofreighter](#) military transport, itself a derivative of the [B-29 Superfortress](#). The Stratocruiser's first flight was on July 8, 1947.^[3] Design features included passenger decks and a [pressurized cabin](#). It could carry up to 100 passengers on the main deck plus 14 in the lower deck lounge; typical seating was for 63 or 84 passengers or 28 berthed and five seated passengers.

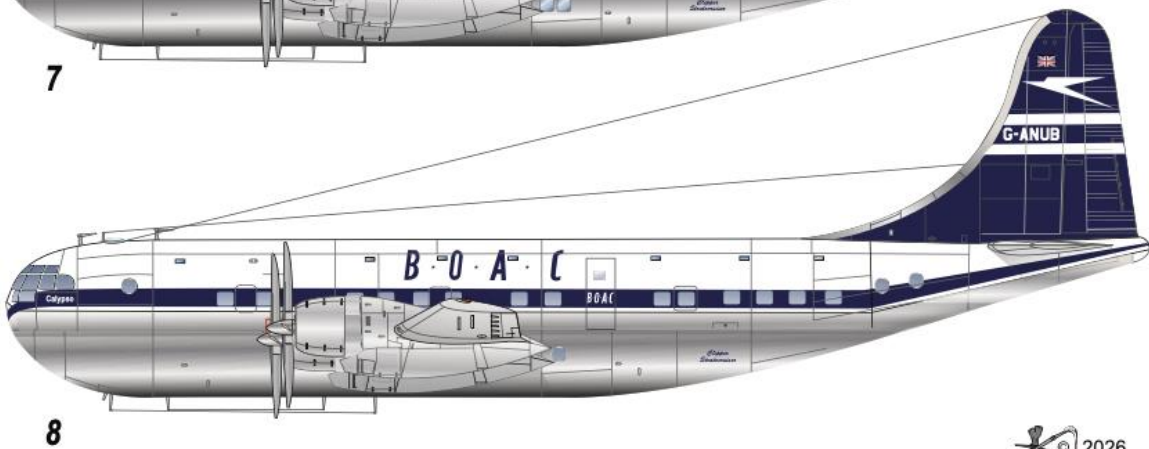
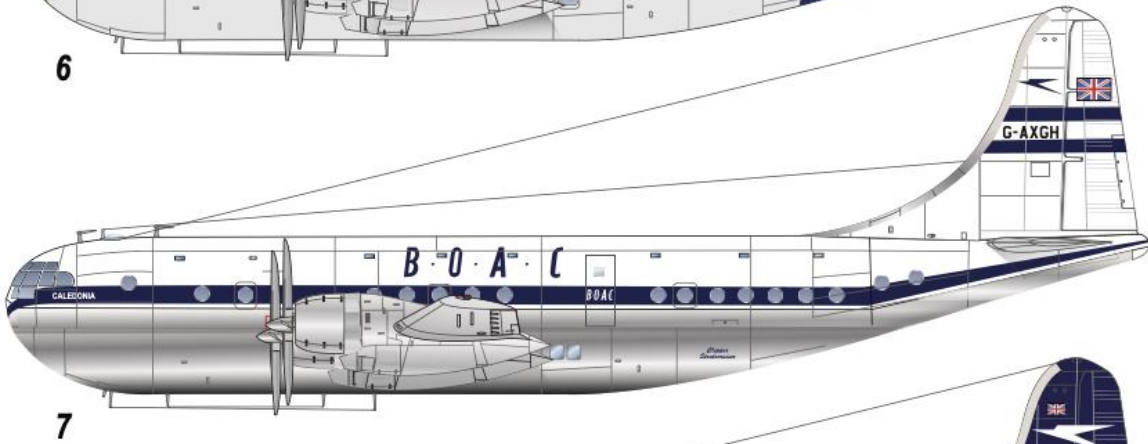
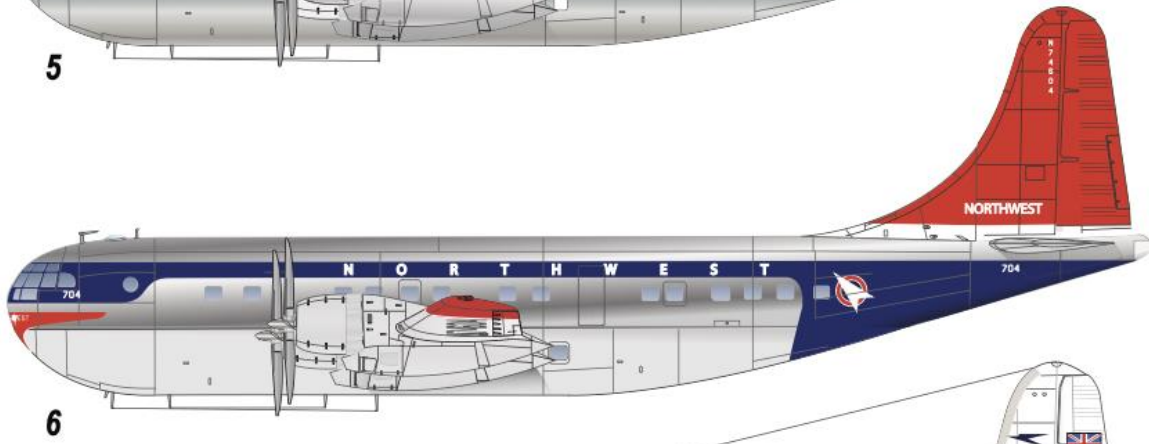
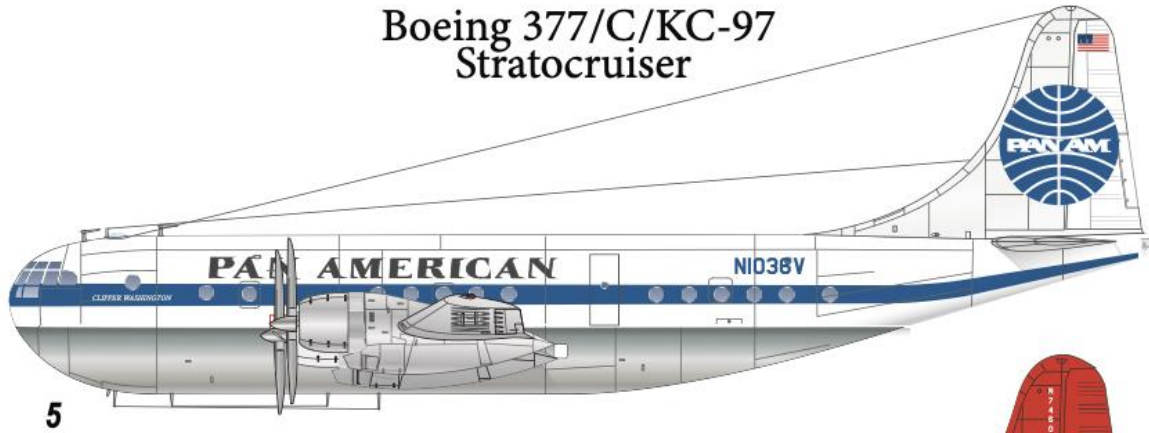
The Stratocruiser was larger than the [Douglas DC-6](#) and [Lockheed Constellation](#) and cost more to buy and operate. Its reliability was poor, mainly due to problems with the four 28-cylinder [Pratt & Whitney R-4360 Wasp Major radial engines](#) and structural and control problems with their propellers. Only 55 Stratocruisers were built for airlines, along with the single prototype. One was converted into the [Aero Spacelines Pregnant Guppy](#) by [John M. Conroy](#) for [NASA's Gemini](#) space program.



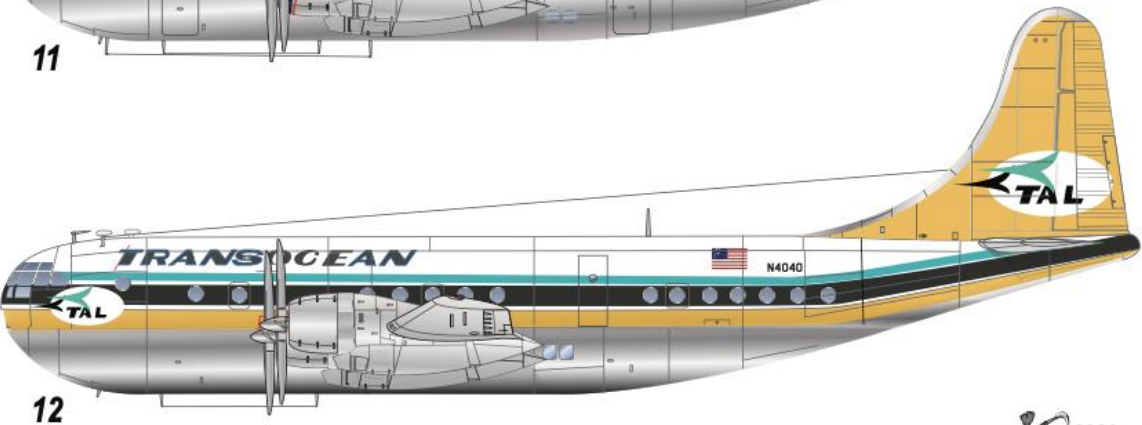
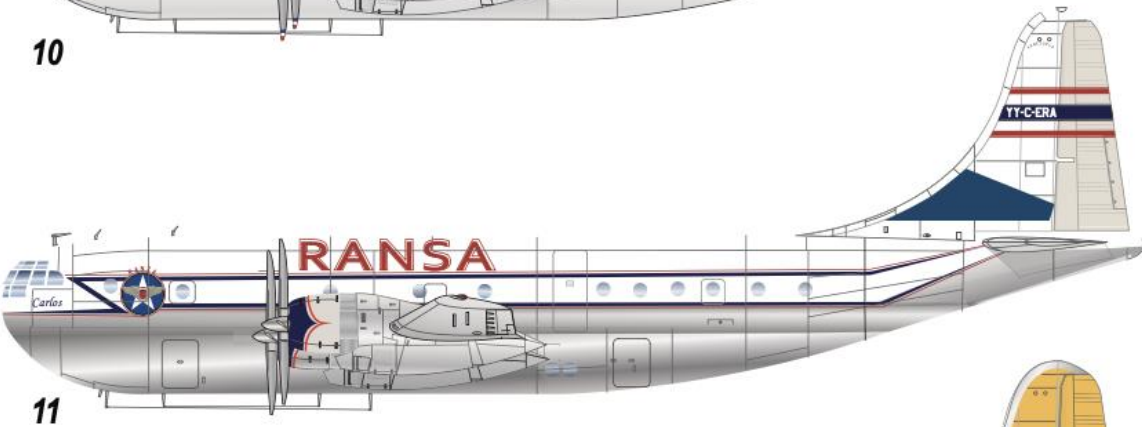
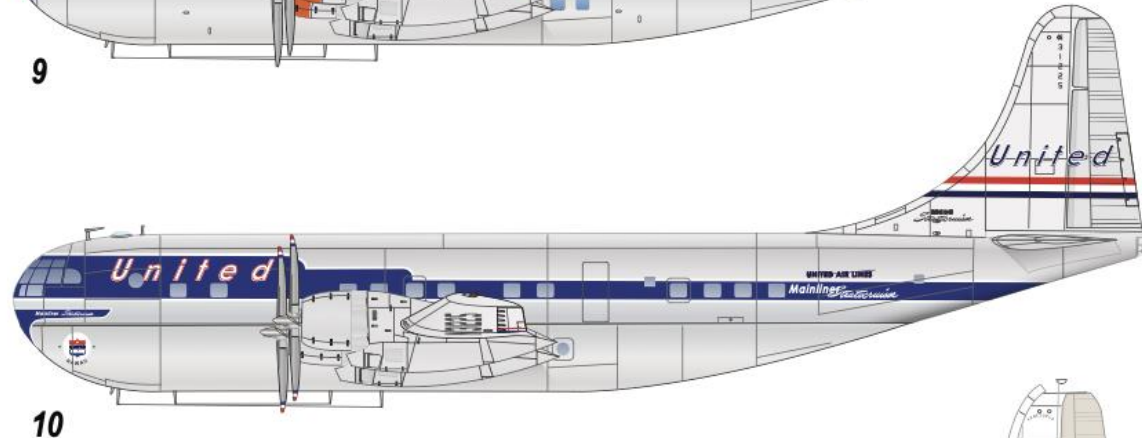
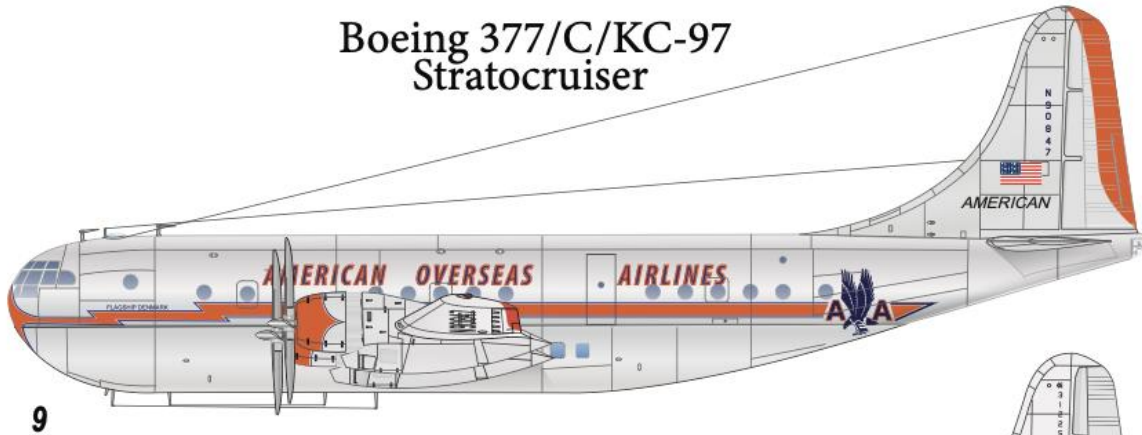
Boeing 377/C/KC-97 Stratocruiser



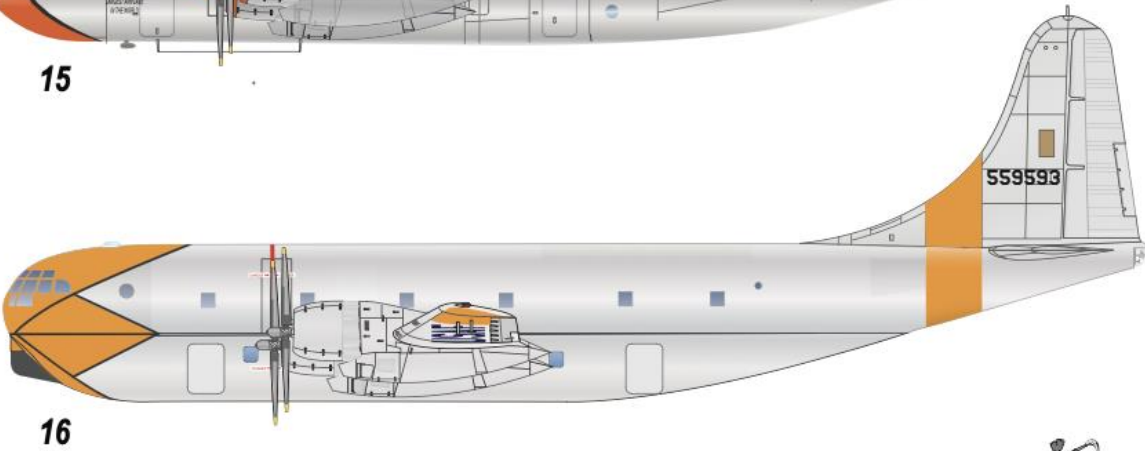
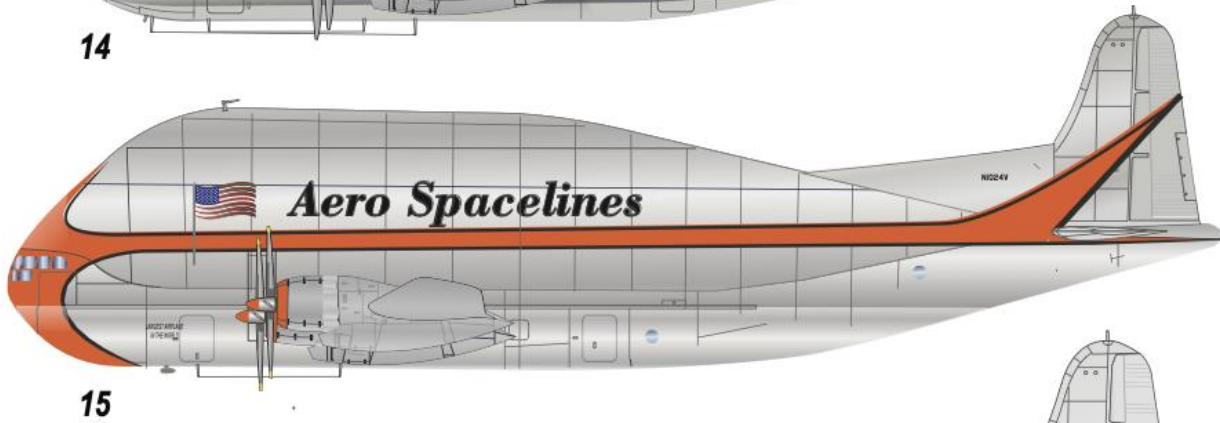
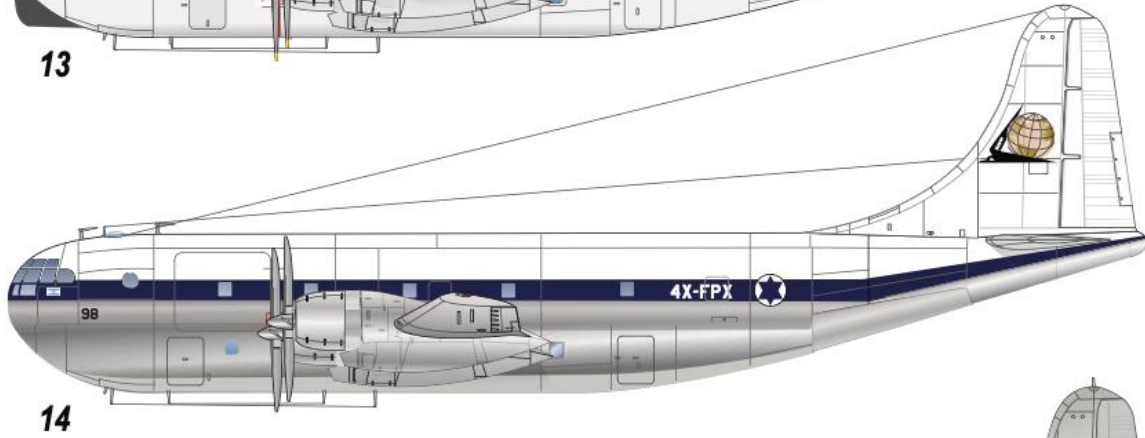
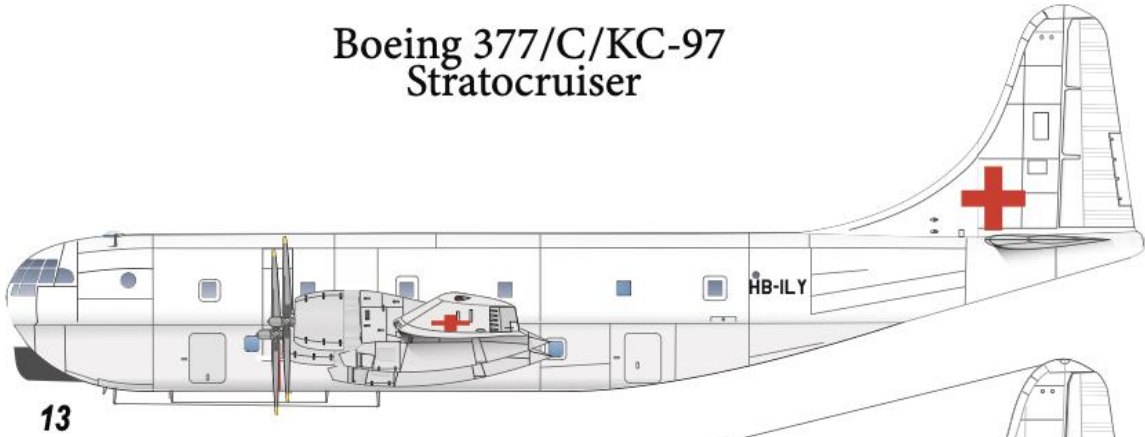
Boeing 377/C/KC-97 Stratocruiser



Boeing 377/C/KC-97 Stratocruiser

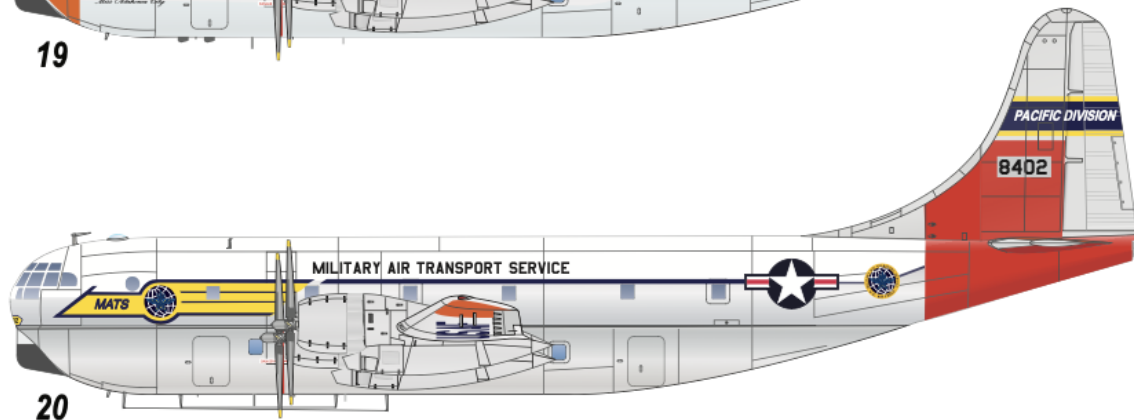
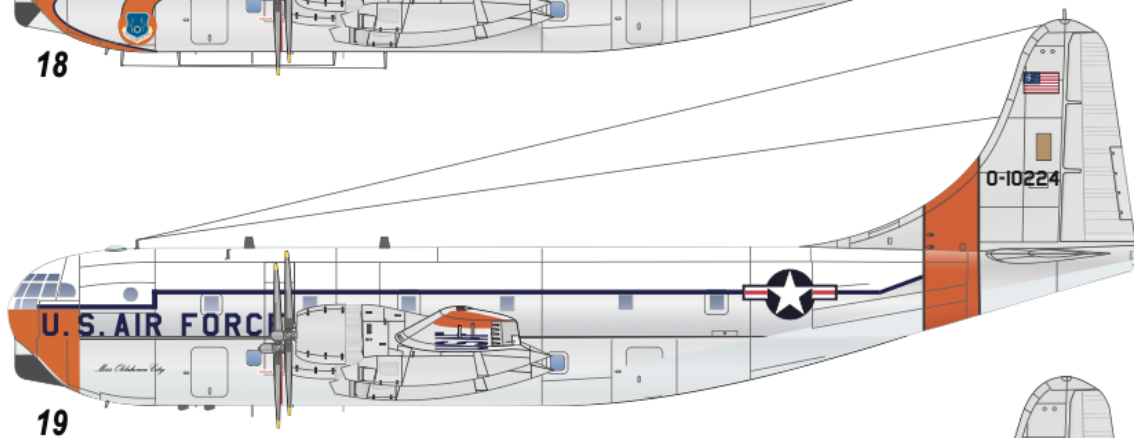
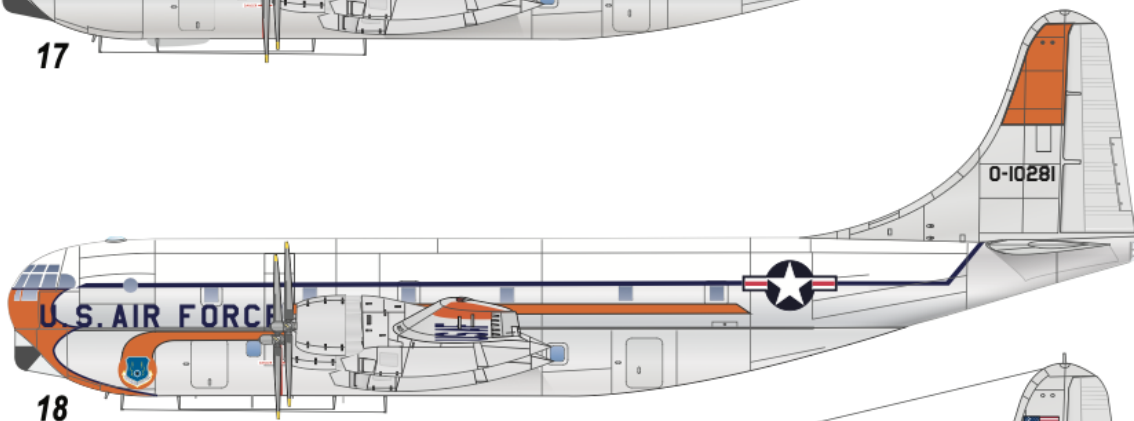
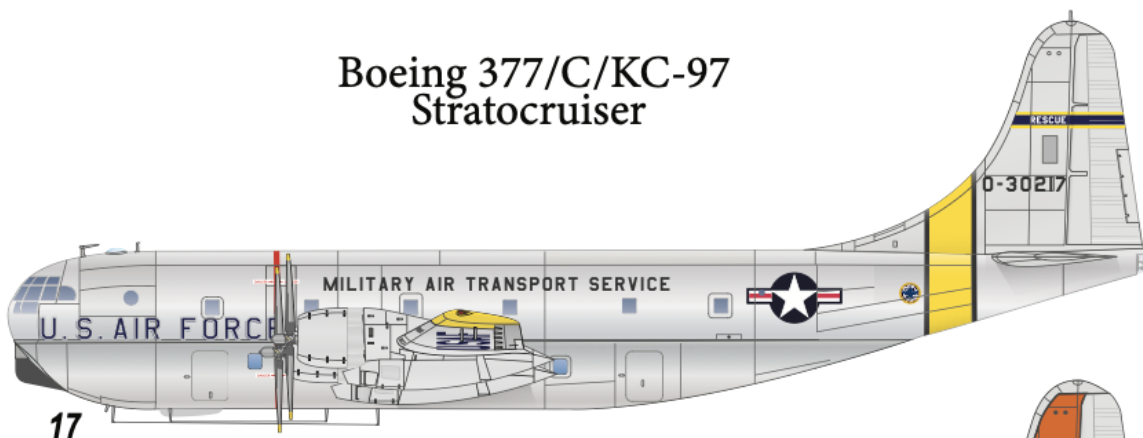


Boeing 377/C/KC-97 Stratocruiser

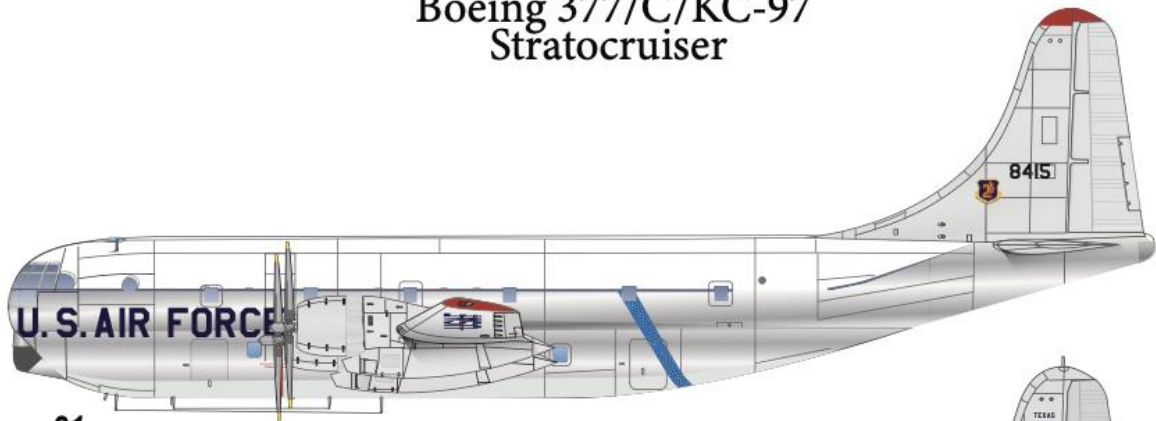


Douglas C-54/R5D Profile Notes

Boeing 377/C/KC-97 Stratocruiser



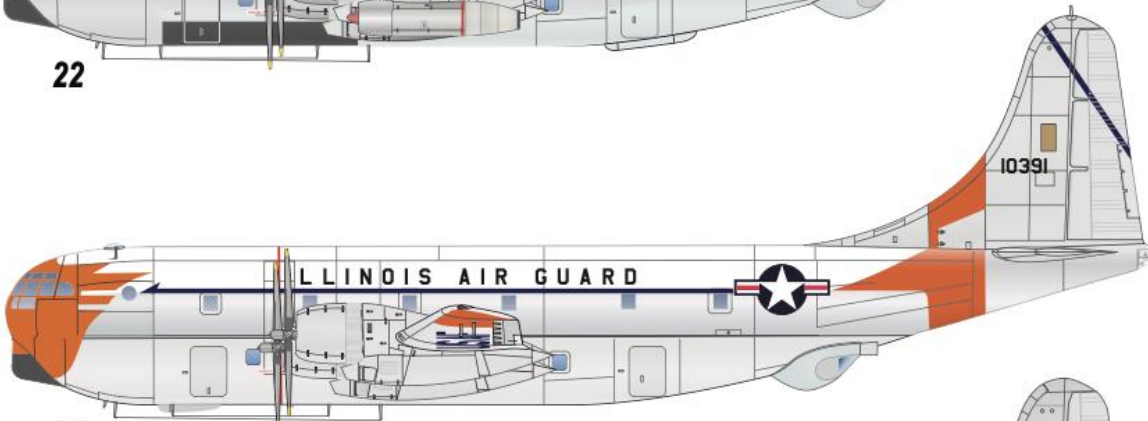
Boeing 377/C/KC-97 Stratocruiser



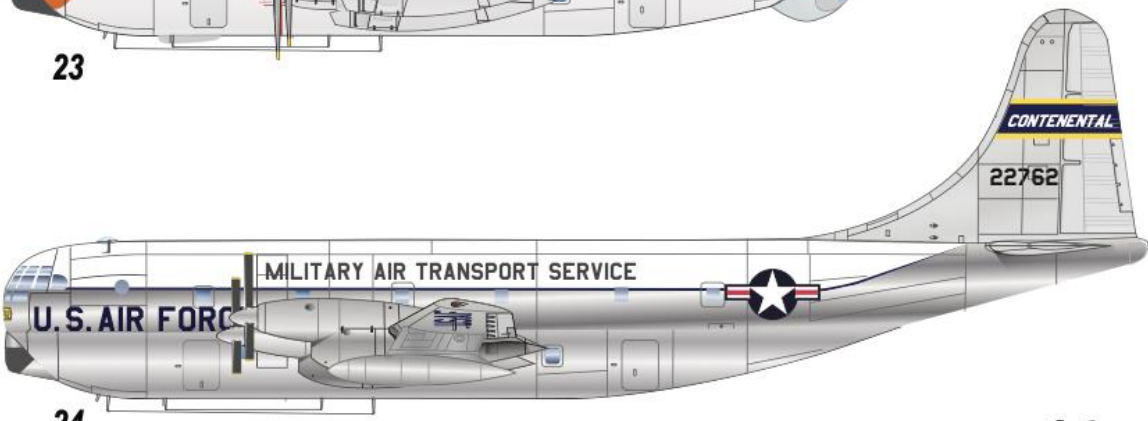
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23



24



Boeing 377/C/KC-97 Stratocruiser



1. [The third XC-97, \(Boeing Model 367-2\)](#) The start of the series. Essentially a fat B-29. First flight occurred on November 15, 1944. Gross weight is not always the sole consideration in cargo aircraft. Light weight but bulky items also need to be carried as well. The large doors and hoist system provided the ability to load quickly and distribute via the rail system down the fuselage. None of the three XC-97s saw wartime service.
2. [377-10-19, The prototype Stratocruiser.](#) It was the first commercial model. First flight occurred on 19 July 1947. After all the testing had been completed Pan Am purchased it after all of their 377-10-19s had been delivered. It was updated to 377-10-26 condition in their shops and given a new registration number.
3. [377-10- 26.](#) Pan American Airways placed the original and largest order of Stratocruisers, 20 of the 55 built. This profile shows the first of at least three different makings carried by Pan Am Stratocruisers.
4. [The second of three Pan Am markings.](#) The twenty original Pan Am registration numbers were N1023V through N1042V with N1022V added, see #2 above, in 1950. They later added eight more via the merger with American Overseas Airline in 1950. (See profile #9 below.)
5. [The last Pan Am Stratocruiser makings.](#) The new “Basketball” markings were introduced with the delivery of the first Pan Am Boeing 707-120 in August 1958. These are the markings the Stratocruisers carried until the airline shut down in December of 1991.
6. [377-10-30s](#) were for Northwest Airlines and carried the registration numbers NC-74601 through NC-74610. Two noticeable things about the NWA Stratocruisers were the square passenger windows and the random under the nose. These aircraft were traded in to Lockheed for the new turboprop Electras. Some of these aircraft were sold to Aero Space lines for eventual conversion to the 377 Pregnant Guppy. (see profile 15).
7. [377-10-32](#) was British Overseas Airline Corp. (BOAC). Their fleet gets a bit more complicated. Only the first six of what eventually became seventeen a/c was ordered from Boeing. The others were taken over from other airlines. Four were from Scandinavian Airlines (377-10-28s) that never flew in SAS makings. The remainder came from United Air Lines. The original six and four others were sold to Trans Ocean Airlines in 1958 to clear the way for newer Jets. (see profile 12).

8. [Another 377-10-32](#). This is the later BOAC scheme. Like most of the later passenger aircraft the White tops were added to reflect some of the solar heat and help cool the cabins.
9. [377-10-29s](#) were American Export Airlines, later American Overseas Airlines. Established by a shipping Co. in 1942 for service across the Atlantic. After five years of operations the airline was purchased by Pan Am. The registration numbers for the AOA aircraft were N 90941 through N 90948.
10. [377-10-34](#). United Air Lines. UAA ordered seven Stratocruisers directly from the factory. Like Northwest, they had rectangular windows. Unlike the other Stratocruiser operators, they operated the aircraft on routes within the U.S. After relatively short service they were sold to BOAC.
11. [377-10-26](#), (ex-Pan Am). RANSA (Rutas Aereas Nacionales) was formed in 1948 as a cargo operation to service Venezuelans growing economy. In 1960 the operation was seized by the government. It continued to operate the airline and purchased an additional ten Stratocruisers from a broker, five to operate and five for parts. In July, 1964 Boeing repossessed one a/c. and the airline filed for bankruptcy in 1966. The eight remaining 377s rotted away in Miami until scrapped in 1969.
12. [377-10-32](#). The Original six BOAC aircraft plus four others were sold to Transocean Airlines (TAL) in 1959-1960. The fleet eventually reached fourteen airplanes. In 1960 with only four aircraft operating, the airline went bankrupt. The hulks were stored at Oakland International Airport through the sixties. Five remaining 377s were modified to resemble U. S. Air Force model 367 Stratofreighters (377M) and pressed into service with the Israel Defense Force. Two were shot down and the three remaining were scrapped in 1978.
13. [C-97G](#). A bit of a mystery bird. The aircraft was operated by Balair, Connected to Swissair. The all-White paint and Red Crosses would suggest some humanitarian purpose but the registration, HB-ILY says it is Swiss and the Red Crosses are used by the Swiss.
14. [Another 377M](#). (see 12 above). Probably one of the three survivors mentioned above. The date of the photo I worked from was dated 6 Sept. 1970.
15. [The first of the Guppies](#). Sixteen feet from another Stratocruiser was added aft of the wings, and a huge round section was grafted onto the upper fuselage. The purpose of the modification was to transport Saturn rocket sections from the West Coast to Florida Apparently the huge modification did not significantly change the flight behavior. NOTE; The scale of this profile has been reduced to fit on the page.
16. [The first 367-4-6 \(YC-97A\)](#). It first flew on Jan. 28th, 1948. This aircraft nicknamed "Shrimp Boat" remained in Seattle and was a fixture on the Boeing Flight Test flight line until finally retired in January 1965.
17. [HC-97G](#). With the modernization of the Air Rescue Service a priority, and the HC-54 showing its age, the C-130 was obviously the next generation long range rescue choice. The order for 43 rescue Herkies could not be filled before the retirement of the HC-54s, and the requirement of the space program made a quick need. Studies showed the KC-97 tanker to be the ideal candidate. With the arrival of the KC-135 the tankers were available. In early 1964 twenty-eight started the conversion process to HC-97G Strato Rescuers. The refueling systems were removed

and clamshell doors were installed. These were taken from retired cargo versions. Deliveries were completed between May and November of 1964. The war in SE Asia kept the HC-97s busy until finally replaced by HC-130 in 1972.

18. [Thru 25](#). The military C and KC-97s are pretty much self-explanatory. All but the very early deliveries had the under-nose radome, the tankers initially had clean wings and shortly added underwing fuel tanks and later jet engines. Cargo versions all sported cargo doors under the rear fuselage. Profiles 24 and [25](#) show the last-ditch attempt to improve performance by adding turbine engines. C-130 had taken over the MATS cargo duties by this point and only two examples were built.



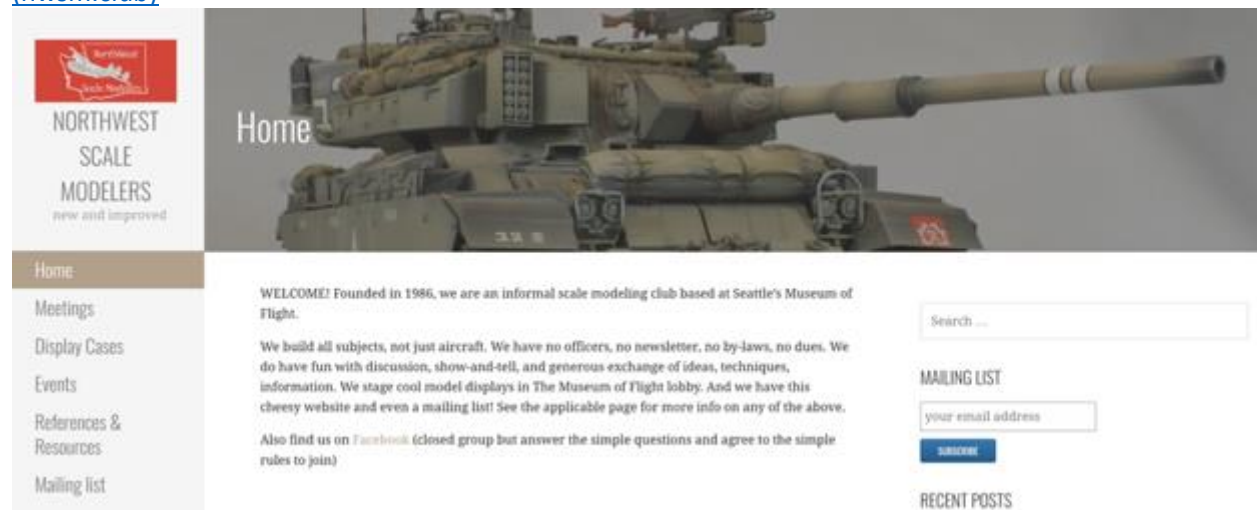
Photo: Boeing

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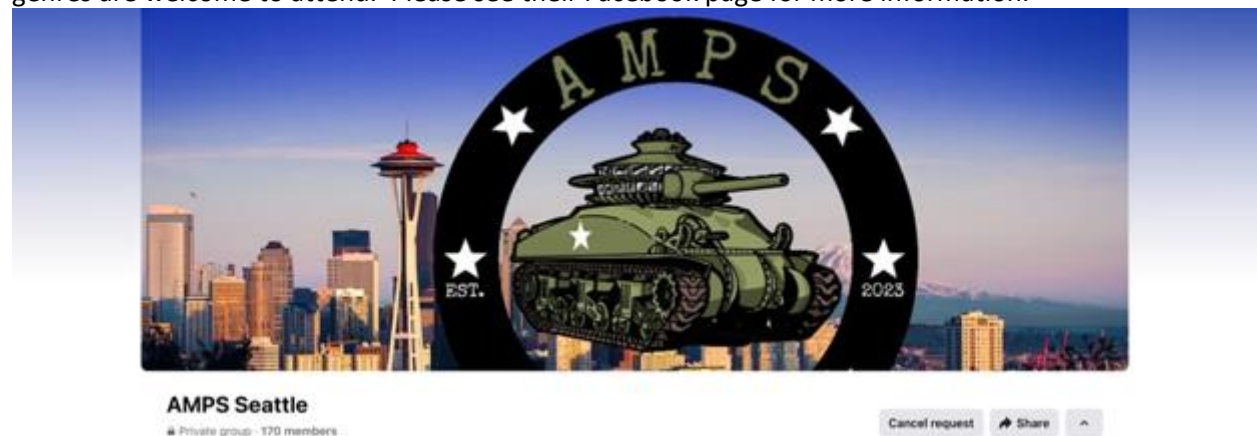
Northwest Scale Modelers (NWSM)

The Northwest Scale Modelers meet monthly at the Museum of Flight in Renton. Modelers of all genres are welcome to attend. Please see their website for more information: [NorthWest Scale Modelers \(nwsml.club\)](http://nwsml.club)



Seattle Armor Modeling and Preservation Society (AMPS)

The Seattle Chapter of AMPS holds monthly meetings and occasional build sessions that modelers of all genres are welcome to attend. Please see their Facebook page for more information.



Galaxy Exiles Sci-Fi Modelers

The local Sci-Fi modeling community is served by this club located in the North End. Modelers of all genres are welcome to attend. For more information, please contact John Morel at johncmorel@gmail.com or see their Facebook page for more information.



Performance Model Club

The Performance Model Club meets every third-Saturday of the month at the Mt Vernon Roundtable Pizza from Noon to 2:00pm. All modelers are welcome to bring their recently completed models (or ones in work) to 'show and tell.' We have several that drive all the way from West Seattle and Renton as well as from Bellingham. We purely talk models, techniques, etc. With an average attendance of 6-10 at each meeting, we are not prepared to sponsor another PMC Model Show yet, but who knows what might be possible if this club grows!

Questions? Feel free to contact David Kaneshiro – kaneshiro.david@gmail.com or call/text 206-601-1351.

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During (and since) the Pandemic, modelers from all over have been meeting online via Zoom sessions. Between our two local clubs, (IPMS and NWSM), the TNI group, the Galaxy Exiles, plus IPMS clubs in Oregon, there are Zoom meetings just about every night. These sessions are joined by other modelers from across the country, as well as overseas – I think St. Petersburg is the farthest away? These are less meetings than simply build sessions where we share ideas, techniques, etc. – like a bunch of little old modeling ladies. [We discuss our current projects, how to solve modeling problems, new techniques, tools, paints, and kits.](#) We try to keep politics and religion out of the conversations, and that really makes the sessions fun and relaxing. These Zoom sessions are open to everyone. The Monday/Wednesday/Thursday sessions normally have between 8 and 15 attendees at any given time, and the big (Thursday) build sessions last 7 hours (2pm through 9:00pm). Modelers come and go, break for dinner, or to walk the dog, etc. The build sessions continue in the background, allowing modelers to join at their convenience.

A lot of modelers with a [wealth of experience who can help solve just about any model-related issue.](#) And a great group of people!

Joining a Zoom session takes a single click of a mouse, once you are all set up. First, it is recommended that you download a free copy of Zoom and install it on your device first. Having a local copy is not required but makes everything a little easier to use. Once that is done, all you need is a very basic setup that includes camera, microphone, and speakers (normally all built-in, especially with newer devices). Then just click on one of the links below!

Mondays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Tuesdays: Salem, OR IPMS 6pm – 10pm [LINK](#)

Wednesdays: Seattle. WA IPMS 2pm – 5pm [LINK](#)

Thursdays: Seattle. WA IPMS 2pm – 9pm [LINK](#)

Albany, OR IPMS: Odd-numbered Thursdays (i.e., 1st, 3rd, and 5th) from 6pm - 10pm. [LINK](#)

Saturdays: Salem, OR IPMS 6pm – 10pm. [LINK](#)

Sundays: 4:00pm CDT-5:00pm CDT. [LINK](#)

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The IPMS Seattle 2026 meeting schedule is as follows. 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.

April 11, 2026

May 9, 2026

June 13, 2026

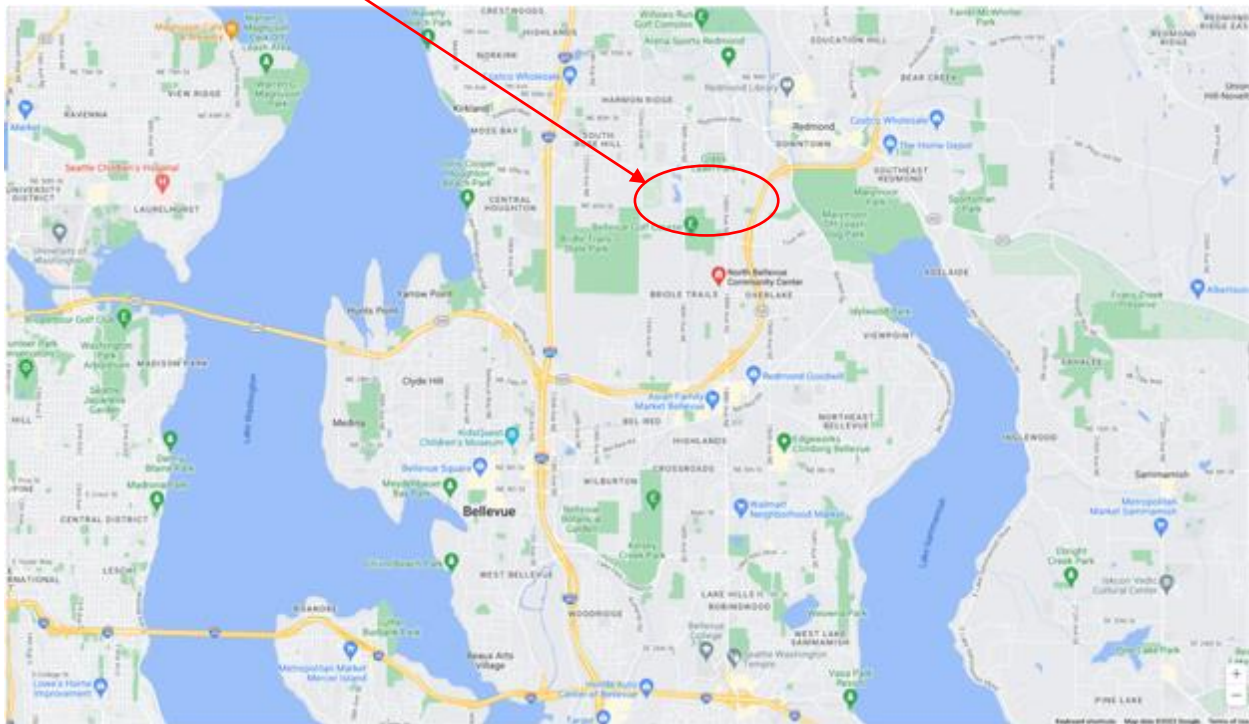
July 11, 2026

Next Meeting: April 11– 10:30 AM to 1:00 PM

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

[Map Link](#) [Site Link](#)

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.

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Join IPMS/USA



Why Join IPMS/USA?

IPMS/USA is the United States Branch of the International Plastic Modelers' Society, whose roots can be traced to the startup of the first IPMS National Branch during the 1960's in Great Britain. In 1964 a US-based modeler applied for a charter to start the US Branch. In the ensuing five decades, IPMS/USA has become a 4,600-member, all-volunteer organization dedicated to promoting the modeling hobby while providing a venue for modelers to share their skills in a social setting, along with friendly but spirited competition in the form of local, regional, and national contests and conventions. As this is written, there are over 220 active US chapters (including groups in Canada and the Philippines as well as one "cyber-chapter" existing entirely on the internet). These chapters are organized into 13 geographically-determined Regions, overseen by Regional Coordinators. The IPMS/USA Executive Board, made up of elected and appointed members, serves as the overall governing body for IPMS/USA.

Join Online (<https://myipmsusa.org/join-us>)

MODEL PAINT SOLUTIONS

Model Paint Solutions specializes in tools for handling, storing, mixing, spraying, and finishing model paints. We carry quality scribing tools, abrasives, Mission Models Paint, the full line of AK Real Colors, and German-manufactured Harder & Steenbeck airbrushes and parts. All Seattle IPMS members can take advantage of **5% off** and **Free-Shipping** on any orders delivered during the monthly IPMS meetings. Details provided at the meetings.

Model Paint Solutions (<https://modelpaintsol.com/>)

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