

# Seattle Chapter News



**Seattle Chapter IPMS/USA  
December 2014**

## PREZNOTES



### In Praise of “Average” Modelers

I joined IPMS Seattle way back in the mists of time for a simple reason: I wanted to improve my modeling skills. In order to do that, I reasoned, I needed to see the models of other modelers, discuss their techniques, ask for their help in emulating their work etc. I have also attended as many model contests as possible for the very same reasons: see what others are up to in the hobby, get new ideas to improve my own skills, chat with the modelers, absorb their enthusiasm etc.

At the recent IPMS Vancouver Show in October, I took up “all my models” which I had completed since the previous year’s show. This ended up being seven in total, including a 1/24th scale yellow Mini Cooper car model I had built for the IPMS USA Reviewer Corps. As such it was of reasonable quality, but due to the pressures of the review process with its deadlines, the model had a number of flaws that I didn’t have time to fix. At the Show, it competed against five other models in its category, and ended up placing First, warts and all. I thought this was a fair outcome, as the other models in the category each had a number of flaws, some “worse” than mine, some with more flaws in total than mine.

Afterwards when discussing the results of the show with a fellow modeler, and mentioning my First place win with my flawed model, this other chap said to me something to the effect: “Well, had there been some really good models in your category, you wouldn’t have placed First”. Something like one of his models, I thought, since he is a very talented modeler? Anyway, I also thought, thanks for the vote of confidence, true though it was, but more to the point: “but you and the ‘better’ modelers didn’t ENTER my category, so it is all a moot point, surely?”

And here’s my point: to make an outstanding model takes two things, firstly, great modeling skills. But just as importantly, a ton of time. Member John Alcorn spent literally THOUSANDS of hours, over six or more YEARS to create his outstanding and international award winning scratch built DH.9A Ninak. George Stray, one of the best armor modelers in the area, can also take a year or more on a project start to finish, yet is modeling each and every week at his work bench. Another top modeler, John Frasier has spent a number of years working on his recently completed, and spectacular 1/48th scale Tamiya Swordfish model.

What I am getting at here is simple: while we would love to come to club meetings and see two dozen masterpieces like those built by John A., George, and John F. on the Show and Tell tables, or go to the IPMS Vancouver Show or our own Spring Show and see 400 or more equally amazing models, the reality is that there aren’t enough super skilled modelers, with enough hours in the day, to produce that many models. Most of us are, by definition, well, average. We have limited time, and we are still endeavoring to hone our skills to match those of the very best. We can’t, or won’t, dedicate endless hours attempting

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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 2014/15 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.

**December 13**  
**February 14**

**January 10**  
**March 14**

**IPMS/USA NEW MEMBER APPLICATION**

IPMS No.: \_\_\_\_\_ Name: \_\_\_\_\_

(leave blank) Address: \_\_\_\_\_

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

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

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

☐ Family (Adult dues + \$5, one set magazines, 4 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)

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## IPMS USA 2017 National Convention Bid: Moving Forward

by Andrew Birkbeck and Tim Nelson, 2017 IPMS/Seattle National Bid Committee Co-Chairmen

As mentioned at the November meeting, we need to move forward with staffing our Nationals bid committee with enthusiastic, motivated, and very competent people if we are to proceed with our bid process. While a group list was compiled at an initial “kickoff” meeting last spring, we need the members to familiarize themselves with “nuts & bolts” committee responsibilities in order to host a successful bid, and to either volunteer or “re-volunteer” to fill these important positions. **Each of these tasks will require significant time and energy over a 2.5 year period.** These committee positions must be filled with strong and qualified persons within the next month or so to move forward with the bid. Note too that, should we win the 2017 Nationals, a number of these committee positions will require travel to the 2016 Nationals in South Carolina in order to help promote our 2017 convention, as well as gain hands-on experience running a show “live”. Interested persons are also strongly encouraged to attend the 2015 Nationals in Columbus OH.

It's time identify, affirm, and commit the team that will make all of this happen. SO, step up, and let us know which position you feel best suits your talents and enthusiasm! Some positions will have multiple volunteers, so we will need those individuals to select a team leader in the very near future. We will have a late winter meeting to get down to business – or pull the plug if necessary. Please indicate your commitment via e-mail to both [acbirkbeck@comcast.net](mailto:acbirkbeck@comcast.net) and [timndebn@comcast.net](mailto:timndebn@comcast.net) during the month of December. If any questions, please discuss with Tim at the December meeting or submit via e-mail.

**IPMS USA National Convention Bid Committee Positions** (underlined positions required by IPMS/USA):

**Chairman**: Overall coordination of tasks, final arbitrators of issues, liaison with IPMS/USA.

**Treasurer**: charged with setting up the accounting structure for the Seattle end of the 2017 National Convention. Responsible for tracking all expenses and submitting to National Head Office for payment. Maintains a watchful eye on all spending proposals by the Seattle National Convention Committee, in coordination with the Seattle Convention Committee Chairmen. Should have previous experience with maintaining accounts, and accounting safeguards.

**Vendor Coordinator**: responsible for drawing up the Convention Vendor Room vendor table “map”. Takes on the direct task of “selling” vendor table space, including being part of the Seattle task force that visits and maintains a “sales desk” at the 2016 National Convention in South Carolina. Is responsible for all communication (phone/e-mail) between the Seattle Committee and vendors, and coordinating vendor setup in real time during convention week in 2017.

**Contest Coordinator**: in coordination with the IPMS/USA Judging Team, is responsible for drawing up the Contest Room table and category layout. Is responsible for coordinating the 2017 National Convention contest model registration system, and for drawing up staffing charts and recruiting staff. Is expected to attend the 2016 National Convention in South Carolina, and embed him/herself with that Convention's model registration staff to gain a firsthand understanding of how to effectively run a Convention's Contest Model Registration system.

**Awards Coordinator**: Coordinate the design of and source category awards, Special Awards. Is responsible for soliciting category award sponsorship from local, national and international vendors/chapters/model industry sources. Coordinate with IPMS/USA contest committee, and banquet coordinator, on awards ceremony requirements and logistics. Including all e-mail/phone duties and record keeping involved in this process.

**Webmaster**: design, set up, and maintain the Convention website, including the interface for e-business with IPMS/USA's software. This website must be constructed, and tested, and ready to go live August 2016.

**Registration Coordinator**: responsible for learning and implementing the IPMS/USA registration system software. Is expected to attend the 2016 National Convention to gain “hands on” experience with this process. Responsible for planning the set up of the Registration “desks” for the 2017 National Convention at the GTCTC facility. Coordinates pre-convention mailings/e-mails, recruitment of registration staff, staff training, drawing up of staffing schedules. (Consideration should be given to “test run” of the system at 2016 and/or 2017 Spring Show.)



*Proposed logo for our bid effort. If you have other ideas, please submit to us ASAP.*

**Graphics/Art Coordinator:** coordinates the design of the Convention “logo”/graphics. This includes for the Convention Presentation bid, for the web site, T-Shirts, pins etc. Coordinates all convention banner design work, including signage, forms etc.

**Decal Sheet Coordinator:** coordinates the team designing the Convention decal sheet, including deciding upon the subject matter to be covered, decal sheet subject research, design of the decal sheet graphics. Coordinates the design of the decal sheet instructions. Coordinates the printing of the decals, having sourced an appropriate decal printer.

**Raffle Coordinator:** responsible for soliciting donations from local/national and international hobby industry vendors. Coordinates any local raffle prize solicitation from Chapter members, Region VII Chapters etc. Is responsible for maintaining paperwork and accounting procedures for donations. Responsible for “thank you” letters to be sent to all those who provide donations.

**Tour Coordinator:** responsible for drawing up a list of proposed tour sites, and making contact with the proposed facilities to discuss what the tour will consist of in terms of the access to the facilities concerned. Once the tours are defined and approved, the Tour Coordinator will contact vendors to solicit bids on providing transport to and from the tour sites, and then coming up with a tour cost package to be charged to Convention Attendees. Also responsible for drawing up staffing profiles for each tour, and finding the staff to man each tour.

**Seminar Coordinator:** responsible for brainstorming seminar ideas, and casting a wide net to contact potential local, national and international “experts” and discuss with them potential topics for seminars. Once the presenters are identified, draws up a seminar room schedule. Coordinates audiovisual needs for each seminar and any other “tools” and material needed for the successful hosting of each seminar in coordination with the seminar presenters.

**Security Coordinator:** draws up a well thought out plan for securing the Convention over the course of the event. This mainly involves drawing up staffing lists to provide a security presence at the entry doors of the Contest Room and Vendor Room during the open hours of the Convention, and additional in-room staff to insure the safety of the contest models. Checks on the feasibility and cost of providing “professional” security service specialists, such as the hiring of off-duty police officers or staff from professional security firms.



**Make N Take Coordinator:** responsible in conjunction with the appropriate IPMS USA officer for drawing up a Make N Take program to help promote the hobby of modeling during the Convention. Helps promote this program locally with area youth organizations/schools etc. Insures appropriate modeling material (kits, tools etc) are on hand for the Make N Take events, and draws up a staffing list to cover the events.

**Volunteer Coordinator:** responsible for coordinating with the Seattle National Convention Committee on the needs of each area of the Convention, and putting in place solid plans to solicit the necessary manpower from IPMS Seattle, Region VII Chapters, and the IPMS USA National membership to properly staff the Convention.

**Advertising/Promotion:** coordinates the advertising of the Convention, including the design (in coordination with the Convention Graphics staff) of appropriate advertising for inclusion in the IPMS USA *Journal*, posters/information sheets for regional hobby shops. Responsible for coordinating getting the word out via the news media (similar to what is done each year for the annual IPMS Seattle Spring Show). Coordinating advertising for appropriate area youth organizations.

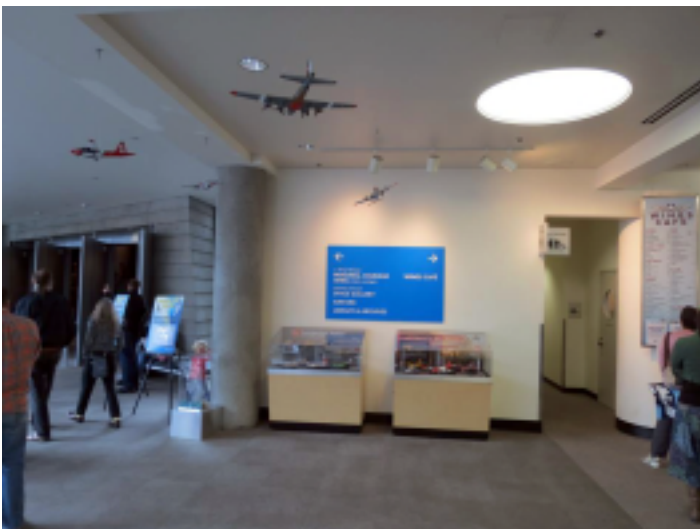
**Banquet:** coordinates planning of the award banquet with GTCTC staff, establishing budget and ticket price. Coordinates with Awards staff to ensure audio/visual and additional post-banquet seating needs are met.

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## NWSM Fire Bombers Display at the MoF

photos by Tim Nelson



## Eduard 1/48th Scale Focke-Wulf Fw 190A-8 Weekend Edition

by Jacob Russell

The last production variant of the Focke-Wulf Fw 190A-8 was built in greater numbers than any other version with over 1,300 produced during 1944. The A-8 used the basic armament of the A-7 (two MG 131s in the fuselage and four MG 151s in the wings), and the BMW 801D-2 radial engine with the MW 50 (Methanol-Water) boost system. With the MW 50 system 1700 h.p. was available at takeoff and 1440 h.p. At 18,700 feet. The GM-1 nitrous oxide injection system was also an option.

The kit comes in Eduard's customary stout cardboard box. The kit comprises 157 injection molded parts on seven sprues and 24 of these go unused. There are 12 clear parts in their own bag. The rest of the parts are molded in Eduard's customary grey (RLM 66?) plastic.

There is fine rivet detail on the wings and fuselage. The cockpit is a detailed, multi-piece assembly that will stand out with careful use of washes and dry brushing. This boxing also includes a set of Eduard's new paper seat belts - a nice touch!

The BMW 801D-12 14 cylinder engine is a complex, 20-piece model in its own right. Despite the engine's wonderful detail most of it will be invisible behind the cooling fan. The intrepid modeler can add an ignition harness and call it a day. You can build the model with just the forward cowl and oil cooler rings installed, minus the rest of the cowl, to display that wonderful detail. Just be sure you have lots of photographic references at your disposal. You would also need to scratch build the support structure for the oil cooler and forward cowl rings.

The gun bay behind the engine and the wing inner cannon bays can be depicted open or closed. Both of these areas would benefit from added detail (wiring, etc.) if displayed open. Other thoughtful details include two sets of wheels (treaded and smooth), single-piece or three-piece tailwheels, and separate ailerons, rudder, and oleo scissors. The wheel wells are also a multi-piece assembly that will benefit from careful detail painting, like the cockpit. There's also a drop tank and rack.

The clear parts include two pairs of flat and bulged canopies, two gunsights, and a pair of armored windscreens. The sprue also includes a pair of armored canopy glass panels and a gun cowl with streamlined covers over the barrel troughs. These parts are intended for the up armored A-8/R2 variant. Some had the cowl guns removed and used this cowl.

This Weekend Edition comes with two decal options rather than the usual, single option: "Blue 8", "Erika", IV./JG 5, Herdla, Norway, Spring 1945, and "Yellow 11", Alfred Bindsell, 6./JG 1, Stormede, Germany, Spring 1944. Both aircraft are painted in the mid War RLM 74/75/76 colors. "Blue 8" has a blue forward cowl ring and white spinner spiral. "Yellow 11" has an RLM 04 Yellow lower cowl, white spinner spiral and RLM 23 Red RVD band.

There is a single set of national insignias on the main decal sheet and a separate sheet of airframe stencils. The decals are well printed, clear and in perfect registration. Color callouts in the logical, easy-to-follow instructions are for Gunze acrylic paints.

I compared the wings and fuselage to the 1/48th scale plans in Kagero's *Fw 190 Volume III*, and the kit parts are almost an exact match to the drawings. Close enough for me!

You will like this kit if you are a fan of late war Luftwaffe aircraft. It is accurate, well detailed, and it's a first class product. I like having more than one decal option; both are colorful and interesting. I also like the inclusion of paper seat belts.



I recommend this kit, but I feel that due to the multi-piece engine and wheel wells it is best suited to experienced modelers. I would recommend a set of Mike Grant instrument decals for the blank instrument panel faces. I would like to sincerely thank Eduard for providing the review model.

## References

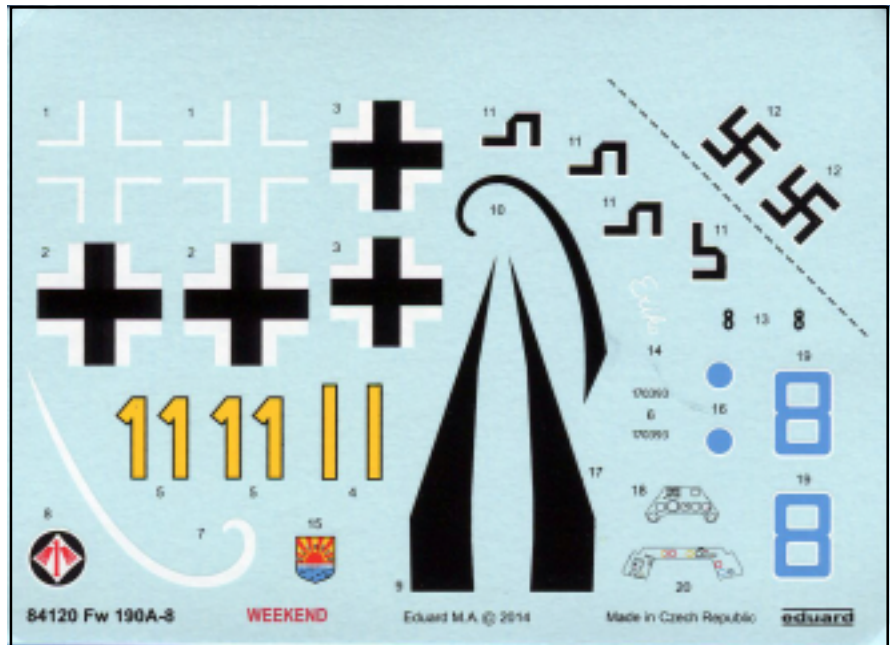
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*Focke-Wulf Fw 190 Volume III*, by Krzysztof Janowicz, 2005, Kagero Publishing.

[Thanks to Chris Banyai-Riepl and [www.internetmodeler.com](http://www.internetmodeler.com) for permission to use Jacob's article. - ED]



## PrezNotes

*from page 1*

perfection, as we want to build a decent model, and move onto the next one. I am NOT saying we don't care that our models have flaws (though some of us don't, and that's just fine). But if they do, we can live with them in return for being able to have time to work on another project before the year is done etc.

And without all of us "average" modelers turning up to shows and the chapter meetings, there wouldn't be many models to look at. Would you drive up to Vancouver BC and back to see a dozen stellar models, each one having taken two, three or even six years to construct? Nice as they all might be, I know I wouldn't. And I also know that I would be a tad disappointed if I turned up each chapter meeting to view one or two show and tell models, plus two more that the masters had added a couple more handmade wing nuts to since the last time they brought their work in!

Nope, I am all for plan old fashioned "average models", warts and all, and lots of them! Sure, aim for perfection, but for my own sanity, I like to accept some flaws, and move on.

From my Family to yours, I would like to wish each and every member of IPMS Seattle the very best for the Holiday Season. I look forward to an eventful modeling New Year in 2015.

*Andrew*



## Dragon 1/35th Scale IJA Type 95 Light Tank "Ha-Go" Late Production

by Andrew Birkbeck

This is the second model in Dragon's range of 1/35th military vehicles covering the Type 95 Light Tank "Ha-Go", the first one being an "Early Production" vehicle, released in 2012. Unlike the battles in Europe or the Middle East in World War Two, tanks in the Pacific Theater were not used in the massive numbers seen in Europe, nor in any major tank vs. tank battles. Tanks were mainly infantry support vehicles, both on the Japanese side as well as the Allied side. The Type 95 tank saw combat against Chinese and Russia forces in Manchuria on the mainland, as well as taking part in all the Imperial Japanese Army island campaigns in WW2. The tank was fairly light, weighing just 7.4 tonnes and it was designed primarily as an infantry support tank. It was the most produced tank in the Japanese arsenal with Mitsubishi Heavy Industries constructing about 2,300 vehicles. Being relatively small, it only had a crew of three.



### Kit Contents

- 5 Main Sprues of injection plastic parts, plus 4 smaller sprues
- 2 large hull parts, upper and lower
- 2 lengths of DS100 "rubber" track
- 1 small sprue of injection plastic clear parts
- 1 decal sheet by Cartograph, covering four marking schemes
- 1 photo etched brass sheet
- NO crew figures

I want to start this review with a definitive statement: this has to be one of the finest little models I have EVER had the pleasure to build. All the parts are extremely well molded with excellent rivet detail, and small points such as having the name of the rubber rim producer's name on the edges of the road wheels. The kit was without sink marks, without any ejection pin marks, and the fit of the parts one to another was superlative. Many of the photo etched parts were purely optional. What was in plastic was often perfectly well detailed as to have me ignore the PE parts. Of the PE parts utilized, only one bend was required for most parts, with many requiring no bending at all. How great is that!

Construction of the kit starts with the road wheels and bogies, and as mentioned the detail on such parts is excellent, down to subtle weld beads etc. The fit of the road wheel bogies to the lower hull is excellent, without any wiggle room, and thus having all the parts line up nicely. The lower hull detail is exemplary, with all sorts of small details included. The upper hull is basically a one piece unit with a number of smaller parts such as positionable engine deck access hatches, though no internal detail parts for the hull are included. The separate hull fenders are very well detailed with photo-etched strengthener details for good scale effect.

The turret is a tiny affair given the size of the real tank. The commander's hatch can be positioned open or closed as can a side turret escape/loading hatch. The main gun has internal breach detail visible through the open commander's hatch should you wish to mount a figure in the turret. That said, no commander figure is included with the kit, which is unfortunate given the paucity of good WW2 Japanese tank figures in 1/35th scale, and Dragon's excellent reputation for producing excellent figure sets. The hull and turret machine guns are highly detailed, and are mounted in positionable ball units.

On the rear of the right side fender is a lovely seven-part engine exhaust unit, with very well executed photo etched guard. A four-part jack is mounted on the left rear fender, together with a very well detailed pick and shovel combo. The tracks for the kit are in the rubberized DS100 plastic that Dragon pioneered, and the two lengths are very well detailed, glueable, and hold paint well. I cut a couple of links off the track to get the length I wanted, and the tracks glued to the road wheels and drive sprockets and idler wheels nicely, allowing for a nice sag to the tracks.



Dragon provides a small set of decals by Cartograph of Italy, thus insuring they are of excellent quality. Everything settled down nicely with the standard Mr Mark Setter and Mr Mark Softer decal setting solutions. There are markings for four schemes in the kit, all basically identical in terms of paint schemes, a later war four tone scheme. I utilized a set specifically designed for this sort of scheme produced by Vallejo in their acrylic line of paints. Gunze Sangyo also produce a similar set of paints, in their lacquer series of Mr Color paints. I airbrushed the scheme freehand, and then carefully hand brushed the yellow “lines”, again utilizing a Vallejo acrylic color. The model paint was then sealed with Tamiya X-22 Clear Gloss, followed by the application of the decals. Then another coat of X-22 was used to seal the decals. I then hit the kit with a blast of rattle can Flat Clear, TS-80, from the Tamiya range of rattle can lacquer paints. AMAZINGLY flat, is all I can say, just what the doctor ordered. I then applied my usual pin washes of Mig oil paints, “Shadow Brown” being my favorite, to pick out the excellent rivet and panel details.

Again, this is an amazingly pleasurable model to build. Fit, detail, ease of assembly, all are there in spades, and being such a small tank, it isn't a major project. This would make an excellent first tank for a modeler with a few kits under their belt. I can't recommend it more highly. My thanks to DragonModelsUSA for their generosity in providing IPMS USA with the review sample. Talk to your local hobby shop owner about ordering in a crate of these excellent kits!



## Hurricane Bookshelf: After December 7th, Did We Dare Laugh?

by Scott Kruize

When I pulled the funnies from the Sunday paper, I was brought up sharp by a reminder of what an important anniversary it was. Brian Bassett, instead of recording the usual *Red & Rover* hijinks, drew a picture of the burning battleship *Arizona*. The notation:

“Sunday, December 7, 1941. A day when many a dog’s best friend would never come home.”

But for that, Father wouldn’t have dropped architectural college to take quick courses in close formation marching, service and use of Colt .45s and M1 rifles, and Fundamentals of Radio Communication. Nor would he have sailed to India, thence to fly out to spend three years in China’s remote hinterland. He wasn’t alone in sudden ‘adventuring’...

I read that at the height (‘depth’?) of the war, America had eight million men under arms, with the total serving during the nearly four years of our role in the conflict exceeding 11 million. Those numbers include many women, and virtually all remaining ‘ordinary civilian’ women took on jobs left by the men who went off into the service. That means our military was pretty much like our civilian selves. My father was never anything like a ‘martial type’, and apparently few of his comrades-in-arms were, either, whatever their branch of the Services. However crisp their uniforms, however technologically advanced their equipment, however effective their prosecution of the war against the enemy, they were at heart civilians. Called up to do their duty, but not infected by any militaristic fever. Father was never terribly eloquent, but he said “We just wanted to do our bit and go home.”

I’ve been reading books and viewing photos and movie footage of World War II since at least fifth grade. Something I’ve always wondered: was there any humor going around, as we fought it?

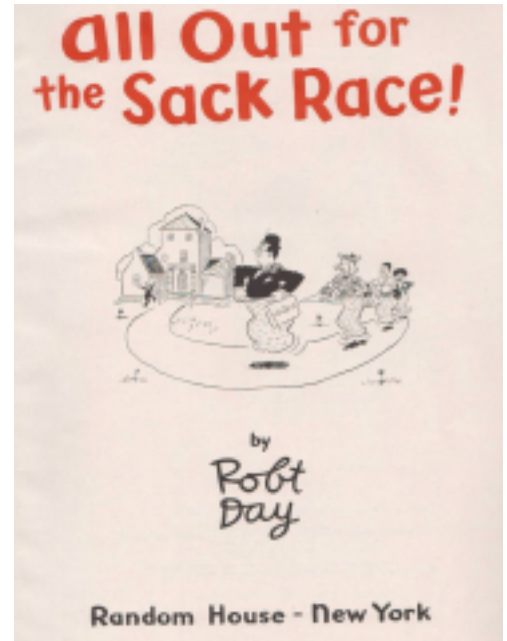
Of course we’ve all seen political cartoons that lambasted the enemy, and anybody on our side, in the Government or on the Home Front, who was screwing up or not doing their ‘bit’ properly to help win the war. But what about actual humor, the kind that in normal times (if there is such a thing) would appear in books, magazines, and newspapers?

Well, I got an answer at a recent garage sale for the P.A.W.S. Shelter at Ocean Shores; I came across *All Out for the Sack Race!*, by Robt Day, printed by Random House in 1945. 56 pages. Copyright dates were listed, starting as early as 1931, which explains why this compilation has both peace- and wartime elements. If some of latter leaned towards the grim, that’s perfectly understandable. But the point is: cartoonists adapted; they didn’t put down their sharp pens or restrain their sharp wits. There was humor during the war, and it’s clear that Americans—at home or Over There—did laugh.

The cartoons are well drawn and although I’d wish to reproduce some of them for you here, that would run afoul of copyright law, even after all this time. Your newsletter editor Robert is hyper-careful about such things. You’ll have to be satisfied with my descriptions of a few of the 166 cartoons. If they pique your interest, ask to borrow my copy of the book, or find your own from Web sites such as ‘ALibris’ and ‘half.eBay.com’.

Of course, war or peace, there are many staples: ditzzy dames, clueless jerks, bratty kids, rigid bureaucrats, inept workers, and, of course, guys and gals in action with/against each other. (More on this last element later...)

That non-martial, basically civilian attitude towards the war shows in the military-related cartoons. Can you imagine these being drawn in other countries?



- At a hastily constructed South Sea island outdoor theater, three benches offer the best view of the movie screen, but they're empty, in contrast to the surrounding benches crammed with enlisted soldiers. Oh, wait: there's one attendee, which a corporal addresses respectfully: I'm sorry, this section is reserved for officers. The sitter is an orangutan.
- A civilian gets out of his car, apparently the last to arrive on a very crowded deck, and says to a Navy guy: But I only wanted to go to Staten Island! He's on board an aircraft carrier, with a large load of fighter planes heading out for combat zones overseas.
- Our Army went everywhere, and with it logistics support, as only American wealth could provide. The line of G.I.s being served on a chow line proves too much temptation to the natives, who come running out from their thatched huts to crowd in with their handmade bowls and baskets.
- A flurry of our paratroops descends on enemy territory. Two of them pause, while winding up collapsed canopies and lines, to look at a comrade, struggling with his chute tangled in a tree that has him dangling two feet off the ground. Poor Al! He had his heart set on being the first American soldier to set foot on this soil.
- Two uniformed military policeman confront an ordinary civilian in his front door. All right, where is he? A dog is sneaking off towards a hiding place, but we see the 'K9' stamp clearly marking his identification vest.
- Maybe not everybody who served our Armed Forces was automatically 'gung ho' about the whole thing. Still, desperate crises bring out ingenious solutions. Two high officers observe: He's from the Morale Branch, as a bright young enlisted man walks by, eagerly followed by hordes of other enlisted men. He's throwing out handfuls of dollars from a huge bag.
- Travel at sea was more than usually hazardous. Still, here's a lifeboat cheering up. The guy in front is able to look down into shallow water and say Look! We're approaching civilization! There's a mine, anchored by a chain, just below the bow.

Our culture sustained some...ah, scrutiny. And changes!

- Apparently some of us were more critical than others about our devotion to the war effort. A lifeguard is hauling in everybody, wholesale, from the surf. Two of his colleagues remark to each other: He's clearing everybody out. This is not the moment, he believes, for people to be frittering away their time.
  - Most of us work hard at our legitimate quests to make a living. Most, not all, then or now. At Max's Pawnshop, Max grins as he lays a new sign in his window display: Need quick money? He puts it amid assorted guns and blackjacks.
  - The odd times practically demanded a dig at us palefaces, which Mr. Day undoubtedly was. A typical American couple is immobilized, sitting helpless in the southwestern desert, by a car out of gasoline, and a flat tire with no spare. A Native American Indian family isn't so pitifully primitive now, is it? They go by, noses in the air, at a normal pace on their horse and dragpole rig.
  - A certain academic fleeing Nazi-dominated Europe came here and became not just a catalyst for our ultimate weapons research program, but a famous icon of genius. Quiz shows went on as always. The MC speaks into the microphone to a contestant in line: This next question was sent in by Prof. Albert Einstein...Give up?
  - Hollywood still made lots of movies during the war. Some became classics, but that didn't come easy. In the editing room—this was before digital movie editing—the industrious editor, standing amid mountains of discarded footage, holds a clip of a dozen frames out to the studio exec. The rest of it stinks.
  - Much to everyone's surprise—even our own!—the American political process continued on. Our citizens still had their rights, and clung to their sincere beliefs and right to express them. So the local precinct committeeman leans up to whisper in the big national candidate's ear: If I were you, I wouldn't touch anything too controversial around here. They're in the downtown marketing district, with the citizenry standing close by all the still-filled fruit and vegetable bins and displays.
  - None of us here at home starved because of the war, but some foods had to be rationed. We all understood the need, but still...In one cartoon, the proprietor's come around the counter to confer with his customer: Is that the one you mean? —pointing to the only tiny chop in the whole vast expanse of empty shelving. In another, the butcher holds up a peacock in voluminous full bloom. We feel very fortunate that any fowl at all came in.
-

- There's nothing new about lawyer jokes. One observer in the courtroom says to another: He has more tricks up his sleeve than any other lawyer in the business. The man referred to has left his voluminous notes on the defense table while he plays sad violin music to the jurors.

- I had to think about this one for a while, but then, I didn't suffer through the rubber shortage that the inhabitants of the good old U.S. of A. had to endure when the Japanese took over the entire rubber-growing region of the East. Production's ground to a halt in the office, and all are gathered around beaming with surprise and delight at one man at his desk who's proudly showing off a small open box. A nearby executive says to another: Stewart was cleaning out his desk and found a box of rubber bands.

- Here's something up my alley: office high-tech. The Second World War's huge expenditures for everything saw a similarly huge expansion of the volume and complexity of office work to track and account for it all. At a busy office, perhaps affiliated with some defense industry, a bunch of bright young ladies cater to all the latest electronic marvels: a remote-access electric teletypewriter, automated adding machine, and several Hollerith card processor/sorter/calculators. Off in a corner, though, is an old geezer under a classic hanging light, wearing an eyeshade, and writing in a lined bookkeeping pad with an inkwell and quill pen. The resident executive addresses his visitor: We just keep him on in case of emergency.

- Peace or war, the core value of American civilization remains the same: rack up profits as quickly and cleverly as possible, cutting corners whenever expedient. The building's new owner ventures out into the steel scaffolding to talk to the steelworkers. There's five bucks apiece for you fellows if you can slip in an extra storey.

Don't try to deny that you've all been impatiently waiting for me to return to the most important issue: The Battle of the Sexes. Other events may be 'called' due to unfavorable circumstances; this battle never is. I know from demography that the cohort of American children born between early 1942 and early 1946 is fairly thin, but it's not empty. And nine months after V-E Day, Baby Boomers arrived on the scene in numbers unseen before or since. My father returned from his China episode, finished his architectural degree, then married and sired me and three siblings. Pretty standard behavior and not even as prolific as some of his fellows...

Anyway, Mr. Day hints the Battle never entirely stopped, not even when circumstances were less than ideal for... ah, one-on-one contact:

- The suburban couple looks out their window to the porch next door. A tuxedoed man is carrying two white-veiled babes across the threshold. The couple think: On the other hand, it may all have some very simple explanation.

- At the park, a man and a woman snuggle while another man frowns at them both, marching back and forth with a sandwich sign: Elsie Katz is unfair! Yeah, Elsie: what's the deal, here? What's wrong with the first guy?!

- The window washer pauses at a particular window, holsters his squeegee, and takes pencil in hand to sketch on the wall next to him. Inside is a class of budding art students, concentrating on drawing the classic naked lady.

- And in a life raft in the middle of a next-to-endless expanse of empty ocean, the shipwrecked man pleads with the shipwrecked woman: After all, it's only a few words mumbled over you by a minister!

It's heartening to realize that American optimism transcends even the worst situations. If our parents and grandparents could laugh at themselves during the Second World War and look forward to things getting better, certainly we can do the same with problems we face today. Let's enjoy this holiday season and the leap into the New Year with some of their optimism and energy.

After all, even on the Home Front, our female citizens, busy and devoted though they were, remained stalwart and ready to defend their beliefs and values, even under adversity. Even under pressure from that most powerful established force in America: corporate capitalist consumer advertising campaigns! The Executive Board of a major company listens to their immaculately-attired Chairman as he reports:

Our survey shows, gentlemen, that 4,694 typical housewives endorsed Snackies, 13,873 typical housewives hadn't heard of Snackies...and I regret to report that 1,433 typical housewives told our representative to go to hell.

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## Luftwaffe Mechanics' Uniforms

by Hal Marshman Sr.

All the way from Home club meetings, to the Nationals, I really enjoy looking at dioramas. Airplane dioramas are pretty much my favorites. As those of you who delve into this venue know, the appearance of the figures can make or break a well done diorama. What I'm talking about in this case, is not how beautifully they're painted, but how accurately they're rendered. Now, set aside the splendidly decorated pilot and visiting officer figures, and take a good look at the mechanics and other ground crewman, such as fuelers, armorers, and laborers. It is most likely that they are not wearing Luftwaffe Grey field or dress uniforms, but the specially designed Luftwaffe work uniform.

A simple coverall type garment, rather loosely fitted was the main article. I have also seen a two-piece version of this uniform worn. In any case, it was a rather simple garment, made out of a black denim material, the color chosen to disguise grease and dirt smears.

There was a matching cloth belt with open buckle intended for wear with this uniform, but quite often the leather field belt with Luftwaffe insignia was worn. I've seen a great many pictures where no belt of any sort was in evidence. There was a black denim overseas style cap intended for wear with his uniform. I have found no evidence of an M-43 style cap produced for wear, and naturally the visored dress cap was not worn. In certain situations, the regular steel helmet could be worn.

The insignia worn for all ranks was limited to the Luftwaffe eagle in white or grey on the cap, but not on the uniform breast. There was no cockade on the cap. Medals and specialty decorations were not worn. Rank was limited to the normal lozenge or chevron sleeve insignia on the left sleeve. Collar tabs and shoulder straps were not worn. NCO ranks wore a single band of tresse down the front of the collar, and around the base. The tresse was one centimeter wide, and light grey in color. In addition, the sergeant grades had tresse rings around the cuffs of both sleeves, as follows

- Feldwebel – one ring about four inches above the cuff.
- Oberfeldwebel – two rings.
- Hauptwebel/Oberfeldwebel – three rings
- Stabsfeldwebel – three rings topped with a lozenge.

Officer ranks wore the same field sleeve insignia as Fallschermjaeger (paratroops).

(Tresse was a flat braid type of material, with the Luftwaffe having a different weave than the Heer or SS.)

This article basically pertains to Luftwaffe ground crew, but this uniform could also be seen worn by Luftwaffe fire personnel and Luftwaffe Flak personnel, to include Hitler Youth Flak Helpers and Female Flak helpers. (Hilferen and Hilferinnen.) In addition to the black denims, I have pictures of Luftwaffe personnel of Flak units, and other personnel unloading bombs from trucks, wearing both one- and two-piece uniforms made of an off white material. In this case, they seem to be wearing normal Luftwaffe headgear. I've not seen mechanics wearing this garment.

I hope this summary of Luftwaffe ground crew uniforms may have been of assistance to those who might be contemplating including mechanics, fuelers, or armorers with their airplane dioramas.

- Bibliography: this article was prepared using information found in Vol. 2, *Uniforms and Insignia of the Luftwaffe, 1940-1945*, by Brian L. Davis, Published by Arms and Armour Press, London, UK, 1995.

## Lights – Action!

by John DeRosia

For those who build vehicles of any kind and sometimes need the perfect little representation of emergency rotating beacons, here is what I have stumbled on.

Mind you, I'm not into making any of them actually function yet (maybe in the future?), but to just have them on my vehicles to represent a real beacon. These can be seen on numerous civilian vehicles as well as many military vehicles that have them (wreckers, ambulances, police cars, transporters, modern tanks etc...).

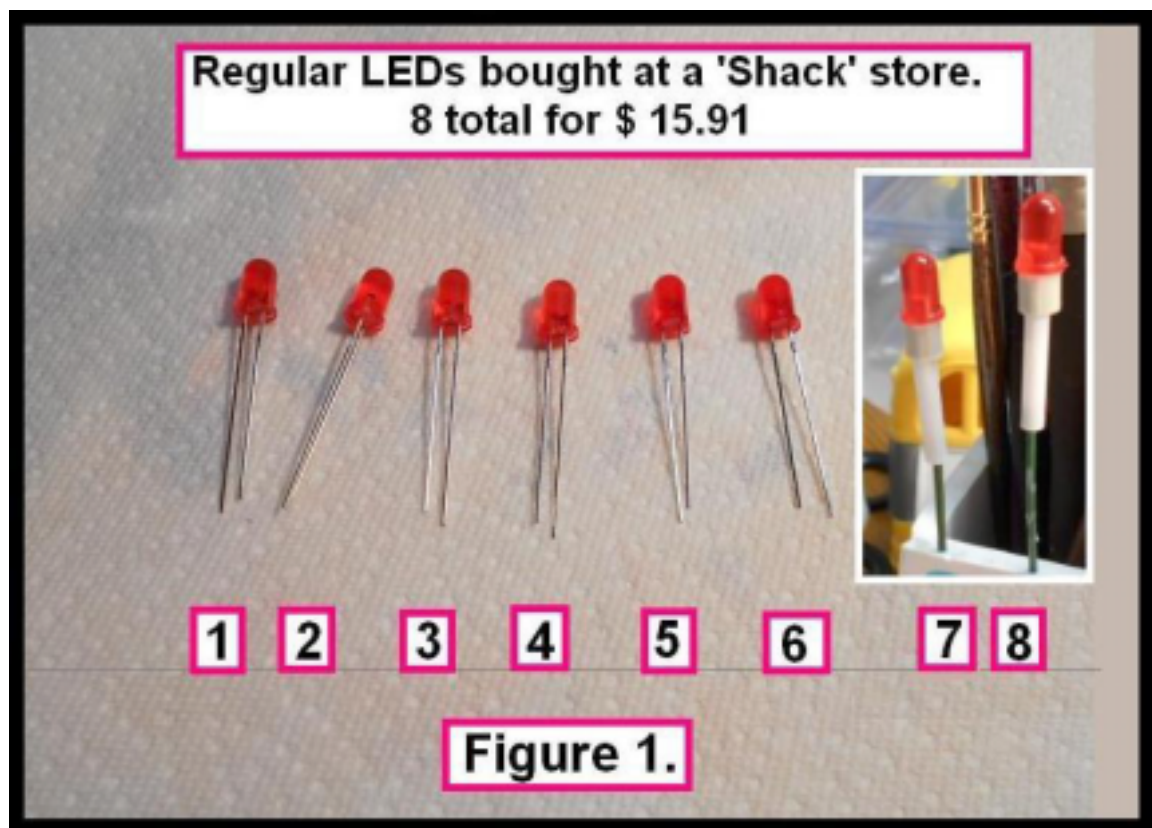
In the older days, I'd take some left over sprue, cut a short piece to represent a beacon, paint it silver, then paint on top of that with see-thru orange or red mostly.

Then, I stumbled onto good old LEDs (Light Emitting Diodes) and have used them for years since. Unless you have some old electronic gizmos to take apart and maybe salvage a few LEDs, you have to buy them outright at your favorite electronics store.

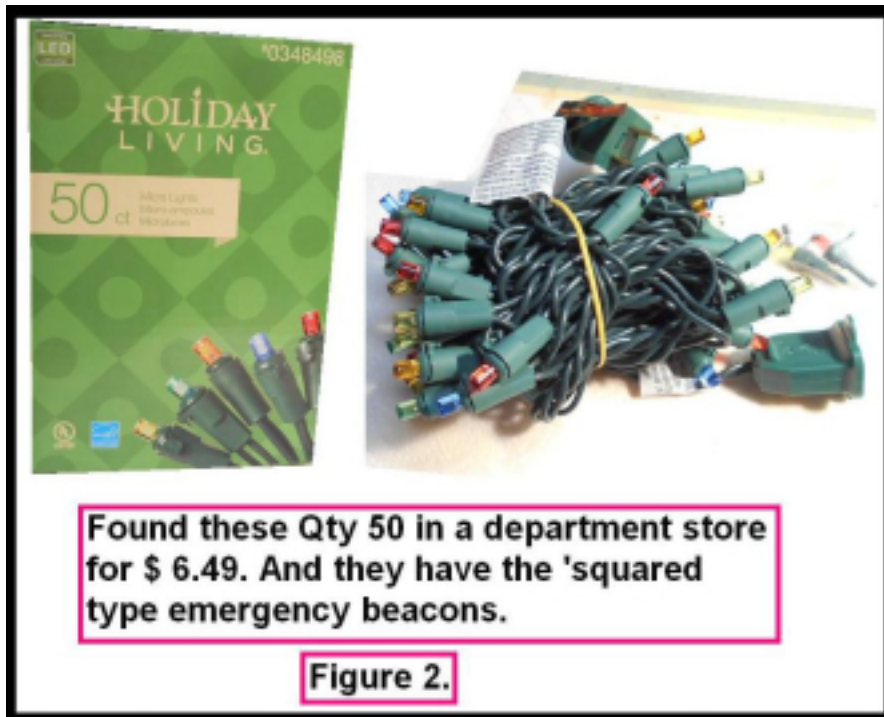
I needed a few the other week so I bought eight. Needed two but bought extras. The bin location said "Clearance \$.37 each". Wow - what a bargain. When they were rung up, the sales clerk said that'll be \$15.91. What!?!? She said that someone must have put them in the wrong place. Dad burn nab it! I needed them or life would cease to exist. So I bought them.

These were the regular shaped LEDs. (See Figure 1.) Most have the rounded 'top' ...but they looked better than my older painted beacons. LEDs # 7 and 8 were the two I already built up to go on one of my trucks I needed them for.

Exactly two days later, I was in a retail store for a few items and bumped into the Christmas aisles since they put them in the front of the stores now and you can't miss them. Out of the corner of my eye, I caught sight of what looked like 'squared off' beacons on a string of 50 Christmas lights.



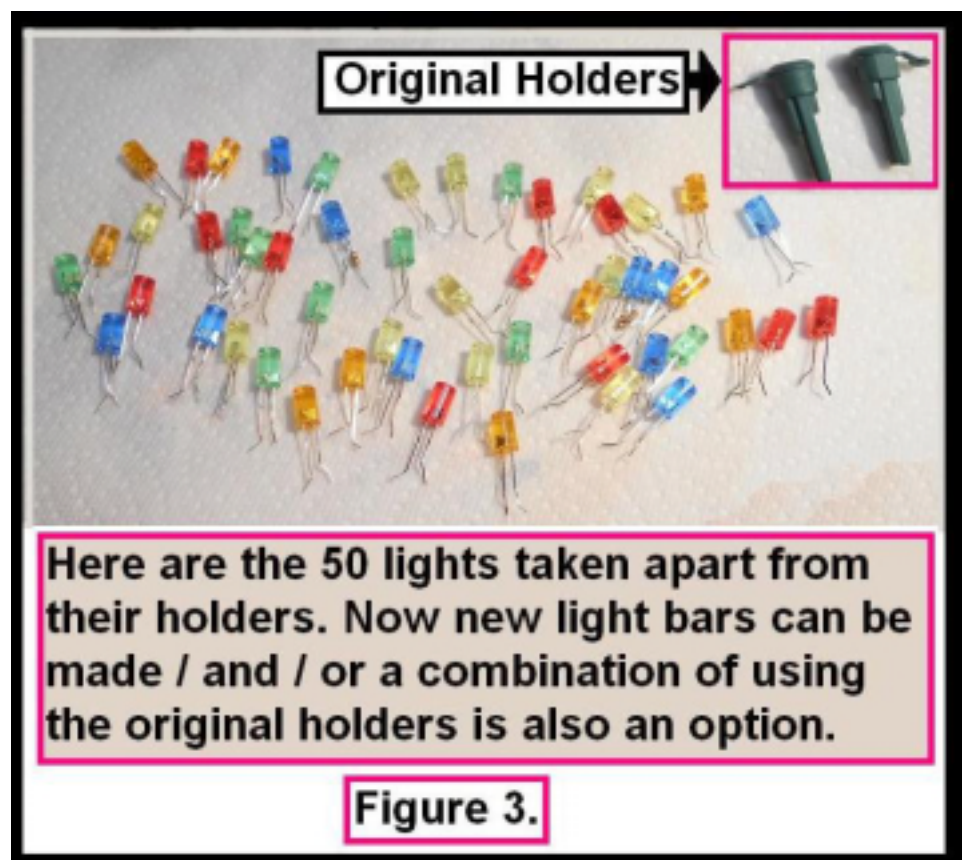
Sure enough, I started drooling right there in public and screaming “Yes!! yes!! yes!!” – well in my mind, anyway. Not only did it say \$6.49...but you get 50 of the lights. (See Figure 2.) Being we have about 500 boxes of other Christmas decorations and lights already for the home, I bought this box for me to share with no one but me. My neighbors sure were not going to see my new 50 private square LED lights strung up on the front of my house.



As soon as I got home, I got the wire clippers out (please do not plug in the wire set while performing this maneuver!) and cut the wires. I then took out the ‘bulb’ out of the socket- and went one step further. I took the actual LEDs out of the holders. (See Figure 3.)

Sure they come in several colors- but now I have better looking square beacons to put on my vehicles when needed. And come next pay day, I’m going back to buy two or three more boxes to last at least another 50 models yet to be built.

Keep looking for great everyday things you can use for model parts, have a great holiday and keep modeling for fun!



## IPMS Seattle Dues for Calendar Year 2015

Your 2015 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you will get a final reminder with that issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15** for those who wish to receive e-mail delivery of the newsletter, and **\$25** for those who wish to receive regular mail delivery of the newsletter. Please note that the club's annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via e-mail. We will review this on an annual basis. You can renew by writing a check to IPMS-Seattle and mailing it to the address below. Or you can bring the form and payment to the December meeting. Please be very careful when filling out the form. Many of our returned newsletters are the result of poor interpretation of handwritten address information. Our e-mail distribution of the newsletter has been working very well. You get the newsletter the day it goes to the printer, and it is in full color. It also saves us a considerable amount of printing and postage costs and we would really like to encourage you to consider this method of distribution.

### IPMS Seattle Dues for Calendar Year 2015

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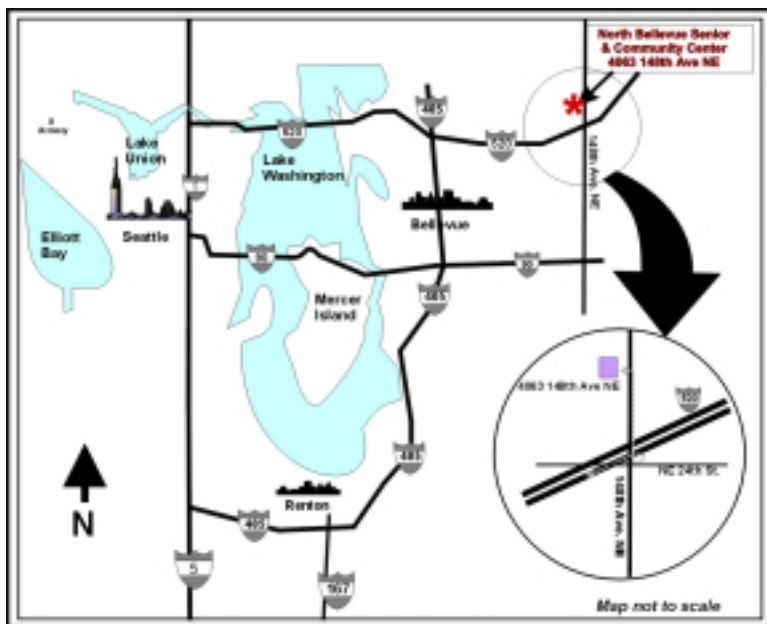
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☐ Please do NOT release my e-mail and phone information for distributed club rosters.

## Meeting Reminder

## December 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.