

Seattle Chapter News



Seattle Chapter IPMS/USA
February 2009

PREZNOTES



Everything published on the Internet is true! A week or so ago I received an e-mail from someone indicating that an article on the Winter 2008 edition of *The Hook*, the publication of the Tailhook Society, bore a more than striking resemblance to an article I wrote for the April, 2004 edition of *Internet Modeler*, that also appeared in this newsletter at the same time. The article concerns the development, by the Navy, of the F-104. Two F-104E aircraft were obtained by the Navy and modified with extended, folding wing tips, an extended nose gear, twin ventral fins instead of a single fin, strengthened tail hook, aft opening canopy, and more. The new Navy aircraft were designated XF5V-1. The only issue is that **IT'S A WORK OF FICTION.**

An April Fool's story. First of all there was never an F-104E, and there was no XF5V-1 designation ever assigned to the few F-104s the Navy actually did fly. For all intents and purposes it would appear that *The Hook* article is published as fact. As this is written I have not had a response from *The Hook* to see which way (if any) they are going to go with this. But, to be perfectly honest, I am having great fun with this little adventure, and I've found that *The Hook* article has already been posted on a number of forums (Secret Projects, Aircraft Resource Center, among others) asking for more details, such as drawings, photos, and so on. It's also been interesting to read the responses to my disclaimer that the XF5V-1 was not real.

Our meeting day is also the same day as the display at the Museum of Flight. Doors will be open early for us at the MoF, to set up our models if you so desire, then you can either come to the meeting or stay at the museum. If you bring models to display at the museum, there is no entry charge either day, Saturday or Sunday. So, bring all your models! There will be table space for you to work on something as

well, just short of airbrushing. Remember that this is only a display, a chance to show off your work, and to talk to people about how fun your hobby is, especially to non-modelers. There is no contest atmosphere to worry about and no one to comment that the yellow tips of your propeller blades are the wrong shade!

Our Spring Show is just around the corner and it's time to start collecting items for the raffle, and to think about what you are going to do to help out with the show on that day.

That's it (for now), we'll see you at the meeting and/or the museum,

Terry

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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested 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 or WordPerfect document for the PC would be suitable for publication. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-823-4658 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 2009 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.

February 14
April 11

March 14
April 18 (Spring Show at Renton)

IPMS/USA NEW MEMBER APPLICATION			
IPMS No.:	Name: _____		
(leave blank)	FIRST M LAST		
Address: _____			
City: _____		State: _____	Zip: _____
Signature (required by PO): _____			
<input type="checkbox"/> Adult: \$25 <input type="checkbox"/> Junior (17 years old or younger): \$12			
<input type="checkbox"/> Family (Adult dues + \$5, one set magazines, 4 of membership cards required: _____)			
<input type="checkbox"/> If recommended by an IPMS member, list his/her name and member number _____ (name) (IPMS#)			
		P.O. Box: 2475 North Canton, OH 44720	
Check out our web page: www.ipmsusa.org			

NorthWest Scale Modelers Show! 12 O'Clock High!

by Tim Nelson

We are now just days away from the big NorthWest Scale Modelers (NWSM) Show at the Museum of Flight, February 14-15. Table set-up and initial load-in will occur after 5 PM on Friday, February 13. Additional load-in will begin at 7 AM on Saturday, February 14, to be completed prior to MoF opening at 10. We'll be up and running all weekend until takedown around 4 PM on Sunday, February 15.

Most of you are familiar with the various logistical details of the show, so we'll skip that here. If you need further info, please contact me at timndebn@comcast.net or 425-941-4429.

The overall show will be organized "by modeler", but we are featuring a special display of U.S. 8th Air Force models and memorabilia. 8th AF veterans will be there all weekend, and will conduct a panel discussion on Sunday at 2 PM. Bring projects for the working tables if you like.

Mike Shaw of Galaxy Hobby in Lynnwood and Emil Minerich of Skyway Model Shop are kindly sponsoring "Make & Take" programs for kids on Saturday and Sunday, respectively. Please help out when you can and introduce a new generation to this great hobby; kids will discover digits other than their thumbs! Thanks to Mike and Emil for continuing this terrific tradition.

A couple of special items of note:

1) Yes, February 14 is IPMS meeting day. We haven't had this conflict in several years, but it's not really a conflict. You can do both the show and the meeting if you like. Just set up at the MoF Friday night or early Saturday, go to the meeting, and then spend as much of the rest of the weekend at the show as you can handle. It will be a modeling orgy, so overindulge.

2) Yes, February 14 is Valentines Day. How you negotiate your time and energies here is between you and your Better Half.

However, we'll depart the MoF at 5 PM on Saturday, so you'll have the evening free to a) have your Better Half join you at Billy McHale's or b) ??? The choice is yours. Don't hesitate to play the "I could have much worse past-times than this" card if necessary...

Bring ALL your models, NO model left behind, MAXIMUM effort! See you at the show.



A Real Weekend Edition?

by Ken Murphy

One of the challenges of our Albatros group build for the December meeting was simply to get one done in time. Few made it. I was one of those that made it, but only by working like mad up to the last moment. Several not-quite-finished models were bravely displayed just to show good intent, but all in all, we had only about half a dozen entries. I suspect that a big reason for the small output may have been the panic and cold sweat induced by the mere thought of rigging a WWI biplane. But I think there may be another, more insidious reason.

Like many of us who wanted to give it a try, I chose the deceptively named Eduard “Weekend Edition” Albatros D.III. Eduard kits are generally excellent and their recent marketing ploy of packaging a kit sans PE, masks, extra decals, and multi page color instructions, leads to a kit that can retail for about half the price of their regular kit. This makes it a very attractive choice for something like a group build, where most members don’t want to spend a lot on it. Also, it has the added attraction of leading one to think it won’t take too long to get it done.

Ah, what fools we be...

First of all, I don’t think I’ve built a model in a weekend since I was 15. What in the world made me think I could build anything in a weekend? What makes Eduard think anyone could? “Weekend Edition,” ha! Another advertising department lie! (Being in the advertising field myself, I know how these things work, but it doesn’t mean I’m not attracted to the flame). I know in my heart that such a thing can’t be done, but look how much cheaper the kit is! I also know that when Stephen Tontoni couldn’t complete one in a weekend, nobody can. But it’s a good kit and a cheap kit and if it took me two weekends – even three – I’d still get it done in plenty of time to get it done for the contest.



Four months later and after working every spare moment day and night the whole last week, I was able to place a completed “Weekend Edition” on the table. Terry jokes that his only took him seven months! But I’m not sure his was an actual “Weekend Edition.”

Anyway, the joke is on us. There is no such thing as a “Weekend Edition” (maybe a “Yearend Edition” in my case). But just when I thought that such a thing was impossible, I came across a kit at my local railroad train shop, of all places (On-Line Trains in Lakewood). I was there to get some materials to make a stand for my “Weekend Edition” when I noticed that they carried a number of kits as well. Among them was a brand I didn’t recognize: Pegasus. It was a Messerschmitt 109 in my scale (1/48th). Not that I need another one of those, but I thought it might be interesting. It looked like a serious kit, had great cover art and was only \$10. But the thing that interested me most: it was an “E-Z Snapz” snap-together kit. After a long and arduous build like my “Weekend Edition,” something simple and fun might just be the ticket. So during my week off during the holidays, I decided to see if I could make this a real “Weekend Edition.”

My first impression was that the kit looked surprisingly good. Two sprues molded in olive green (?) with a grand total of 23 parts with pretty good detail and recessed panel lines, though they were a bit exaggerated and the detail was somewhat soft. Also the surfaces were slightly textured instead of smooth. Nonetheless, it looked good in the box. The instructions were also surprisingly good. A bit of history on Erich Hartmann, whose plane is represented. Good exploded steps with simple icons and excellent painting instructions with RLM color callouts and everything! The decals yielded another surprise. Oh, they looked sharp and in register, but in addition to what I might call traditional decals, were another identical sheet of peel and stick decals. This is ingenious! That means this approach to kits fills the huge gap between the pre-painted Revell Snap-n-Play kits the kiddies build and the serious kits we build. This kit gives you the choice of a slightly more challenging snap-it-together build with stickers, or a more ambitious build with paint, real decals and everything! Heck, I’m sure Jim Schubert could convert just such a kit into an award winner! But the important thing, and the reason I’m boring you with all this, is that this is the kind of kit that could be used to entice youngsters into the next step in modeling.

It's been a while since I've built a 109 or any other German craft, so I was tempted to drag out the research, but fought off the urge and decided to just go with the instructions and build it out of the box. I prepped it with some simple cleaning up of the parts and started to snap it together. I cheated and used a drop of glue on the fuselage just forward of the canopy, but that was it. The cockpit is as simple as it gets: two pieces, floor/seat and instrument panel. But they still have some detail and with a little dry brushing and touch of color here and there, it creates a reasonable facsimile. With the rather thick canopy over it, it looks fine. The only obvious thing missing is the armor glass headrest which I might have scratchbuilt easily enough had I been so inclined. The one disadvantage of a snap together fuselage – the seam – is no problem with a 109, as

model. I was more careful with the rest and they worked fine and had that painted-on look with just a touch of MicroSol, in other words they were as good as any decals you might find in a "real" kit. The peel and stick decals might be another story. The die cut around them was pretty large, so at the very least you'd have to trim them, and I have no idea how you'd get the spinner stripe to lay down on that compound curve, but I'll leave that problem for the younger and/or less skilled folks who want to do the easy slap together version. All in all, I was pretty pleased with the results. As you can see, it ended up looking pretty much just like a 109. The most obvious exception is the too-thick landing gear legs that are molded in one piece with the gear doors, but you can avoid this to by using the closed doors provided for the sleek "in flight" look. Overall, I was quite pleased

the possibility of doing in one uninterrupted weekend.

In conclusion, there is such a thing as a "Weekend Edition." It's just not Eduard's. I also conclude that this approach is a great intermediate step between super-simple model-like toys and the real thing. I hope they spark some new interest in the hobby and attract some new blood to our august fraternity.

ww2classic.com

by Alex Tula

This appears to be a Chinese outfit that will make you a replica uniform, so if you always wanted to show up at the next company picnic in a Waffen SS Camo Smock this is the place to go! From a modeling standpoint, the utility is that there are pretty good photos of a couple hundred different WWII uniforms. Each uniform will generally include several different views, and sometimes have

detailed close ups. The image resolution is quite good, 600x800 pixels, so you can right click>save image, then print them out



on your printer or view them on your monitor. The web site is content rich, so can be **slow** loading. Here is a U.S. Marine reversible jungle smock.

I can't swear to their perfection, and there sometimes seems to be some color shifting, but they are pretty useful and better than most period color photos.

The link to the uniform site is <http://www.ww2classic.com>



they had a seam there anyway. If you're building the Hurricane or the Spit, I suppose a little putty would be needed there. I painted it up as per the instructions, but had the advantage of being able to pull off the wings and the tail feathers to make getting into the tight areas easier. Then came the decals. Word of caution here, they are sharp, registered and very thin, so I nearly screwed up the first one by not having the surface wet enough and it was impossible to move once on the

that my 109 looked as good as one of those pre-built models you can get so readily now for the same price and with no work at all.

So, speaking of work, the whole thing took maybe five or six hours (I refuse to time my builds for the sake of my own sanity). Ironically, between holiday obligations, granddaughters and dogs, my "weekend" build stretched those hours over four days, but in theory it would be well within

Airbrushes

by Stephen Tontoni

After I had sent out an e-mail about the new airbrush I'd just used (Iwata Revolution), I got an e-mail back saying that I should insert my comments in the IPMS Seattle newsletter. I thought about that a little and figured, why not do a quick review on all the airbrushes I'd used?

In the last 18 or so years, I have owned and used five airbrushes. I began with a Badger 350 which was a very basic single action external mix brush. For an air source, I was using a Paasche D-500 diaphragm compressor without any tank. More on that later. At least I knew enough to avoid aerosol cans! The '350 was pretty easy to use until it started to clog up for no apparent reason. I was getting air coming through the line, but no color would flow. I took it to where it was purchased and the owner there said that I'd probably got solvent in the O-rings. He sent it back to Badger for me, and when it returned, it worked again for a day or so, then stopped. I stepped up to a high quality brush.



Badger 350: Very basic, easy to use and clean. Couldn't get fine lines without spatter; mine was unreliable. Mainly plastic construction - more like an air gun than brush. Currently available online at \$35, including hose and color cups.

My next brush was a Paasche H, which is the VW Bug of the airbrush world: ubiquitous and reliable. It's a single action external mix brush which I used longer than I'd used any others. The first thing you'll notice about the H is its solid construction; the thing is heavy. But it's balanced well and you won't mind its heft.

The set that I bought came with three nozzles of different sizes. When I began using that brush, I swapped out nozzles all the time until I realized I was using the fine one for everything. To remove or adjust the nozzle, you undo a setting screw under the brush with an Allen wrench. The screw tends to be poor quality and its inside gets stripped quickly. Plan on having a spare setting screw near your bench; I had mine taped to the bench.



Paasche H: Very basic, easy to use and clean. Very solid construction except the setting screw underneath it that needs to be replaced sometimes. Doesn't really do fine lines well; I learned a lot about masking while using the H. Currently available online at \$34, including hose and color cups (blister pack).

Since I really wanted to produce fine lines, I stepped up yet again. This time, I went to my first internal mix brush; I bought a double action, internal mix Paasche VL. It came in a set and is still one of the least expensive of the double action brushes out there. As for the "feel", it's similar to the H; it's hefty but well balanced. When I began using it, I practiced painting fine straight lines and I noticed something very interesting. The fine line that I was painting looked more like a snake that had swallowed seven or eight mice; the pulsation of my D-500 compressor was now visible in the lines I was shooting! I went to Costco and bought the compressor that I still have now; a Devilbiss with a three-gallon tank. Having the tank is really essential to quality airbrushing. What annoyed me with this brush was that it took forever to clean; I shot many color cups of lacquer thinner through the brush and kept getting pigment. I ended up taking that brush apart after every time that I used it, and hated it every time. The trigger, when removed, has a knuckle to it

which makes it very difficult to reseat. I started to avoid using the airbrush if I could and finally went back to using the Paasche H.



Paasche VL: Fine lines and free-hand camouflage that looked good. More complicated to use, requiring pushing down and pulling back on the trigger. Clean up was an ordeal that eventually put me off airbrushing completely. Currently available online at \$52, including hose and color cups (blister pack).

A buddy at a model group asked me if I wanted to buy his airbrush that was practically new. I thought - sure, why not. This was a new experience for me; the Iwata Eclipse HP 5A that he sold me was internal mix, but single action. First thing I noticed was how much lighter it was than the Paasche brushes even though it's all metal vs. the Paasches that are metal/plastic construction. I dialed it down as narrow as I could go to see how fine I could get the line, and it performed very well. Unlike the H, there was no setting screw; since it's threaded, you just turn the back part of the brush to adjust the paint flow or take it apart. It's much simpler to use than any of the brushes I'd used to that point. For clean up, I shot a couple color cups of lacquer thinner through the line and that usually was enough. In fact, unless I was painting metals, I tended to not take the brush apart to clean it.

Iwata Eclipse: Very good results, easy maintenance. Can produce fine work but not quite like a double action brush. Siphon-fed Eclipse not currently available online.

At the Nationals at Virginia Beach, I tried out a new airbrush, the Iwata Revolution. This is a double action internal mix brush

with a gravity fed color cup. All the brushes I'd used to this point had siphon fed cups; those require higher pressure in the line. With the gravity feed, finer work is possible without spatter as lower pressure can still push the paint out. For the first time, I tried that brush last night and am impressed with the results. I was able to dial down the pressure to the 10psi range whereas I had been using 18-20psi with the other brushes. I free-handed camouflage on two models that I'm currently working on, and it's pretty easy to use. To the discerning eye, it's visible where I started vs. where I finished free-handing; I was getting the hang of it while working. In retrospect, I should have practiced on something first. Still, the results aren't too shabby. Clean up was amazing. I shot two color cups (3-oz color cup is a treat) and clean up was complete; no need to take it apart or anything.



Iwata Revolution: Is a revolution; excellent results, easy clean up, easy to use. Currently available online at \$72.95. Hose extra; \$12.95-\$19.95 (same hose as Eclipse series).

When airbrush shopping, there's nothing that beats trying out an airbrush, but just trying one out isn't enough. Unlike a new suit that either fits or doesn't, you have to find out how an airbrush performs from use, to clean up, to longevity, and everything in between. I don't believe that jumping into a more sophisticated brush when first starting will help. Maybe, when I went from the Paasche H to the VL and went back to the H, I just wasn't ready for the VL yet. Sometimes, your needs will change as well, and that may necessitate

either moving forward with a newer brush or going back to an older one. Going back and forth between brushes isn't a bad thing. Today, I used my Iwata Eclipse to shoot things that didn't require any fine work. Since both the Revolution and Eclipse are Iwatas, it was very fast to switch between them.

Lastly, airbrushing should be a lot of fun. It's one of the more enjoyable parts of model-building, when the model starts to come alive with color and its own personality. Having the right airbrush for **you** will keep you modeling, and less likely to put models away because it's time to use the airbrush.

Valkyrie

by Hal Marshman, Sr

For what I believe to be the first time, I am reviewing a movie for you folks. This will not be the type of movie review you usually read, as I have no idea who directed, or produced this flick. I know Tom Cruise has the lead role, but I can't tell you who the rest of the cast was. I went to see this film for the historical value. Before I get into the meat of this review, let me set the stage as regards my qualifications. I have been aware of Operation Valkyrie ever since the mid fifties, when *The Desert Fox* came out. I have read several articles and books about the real operation and its aftermath. In other words, I know the story. As regards my ability to judge authenticity, I have been an on and off collector of German WWII memorabilia since 1948, and have had three major personal collections. I have a large reference library of books referencing the uniforms and equipment of the German forces during the war. I became interested in World War II as a kid, when it was actually in progress. This interest never flagged, and I've read every piece of material I could get my hands on, until now, when books and information have proliferated to the point where you just can't read everything. Now, what about the movie?

Valkyrie takes place during the Second World War. The main character in the movie is Col. Count Claus Schenk von Stauffenberg, an officer on the German General Staff, and the character played by Cruise. The initial scenes take place in North Africa, and depict the wounding of Col von Stauffenberg by strafing Allied P-40 fighters. It has been stated that the aircraft scenes were filmed with actual period aircraft, not models or computer generated images. In any event, the scene is fast, furious, and loud. Col. von S. is grievously wounded, sustaining the loss of his left eye, his right hand, and two fingers of his left. The good Colonel recuperated, and takes over his Staff duties. In one scene, you see him pinning badges onto wounded soldiers in a hospital, from a tray of such badges. The movie fails to tell you that these are the German War Wound badge, similar to our Purple Heart, but given in three grades, black, silver, and gold, dependant on the severity and number of wounds the recipient received. You see Stauffenberg in conference with various generals and civilians regarding the losing course of the war, Nazi atrocities, and Hitler's severe mismanagement. The movie names Karl Goerdeler, one of the more vocal civilians, but fails to tell you he's the Lord Mayor of Stuttgart. Another in civilian dress is Ludwig Beck, but they fail to tell you he's a retired Chief of the General Staff. In any event, these folks finally resolve to kill Hitler.

You are shown one previous attempt, where Hitler had visited the front, and bombs disguised as liquor bottles were placed on his plane, but failed to detonate. In any event, you are treated to several shots of three Ju 52 transport aircraft, escorted by two Me 109s. One 109 is a Spanish Bushon, the other a restored -G type bird. Coloring and insignia look terrific. The only problem here, is by that time, der Fuhrer's aircraft was a Fw 200 Kondor. (But where would they get one of those?) In any case, the flight scenes were great.

Continued on page 15

by Scott Kruize

FLYING COLORS

Featuring over 1300 military aircraft markings and color schemes



The image displays three military aircraft against a light blue background. At the top is a dark blue biplane with a red lightning bolt and a red circle with a white cross. Below it is a blue and yellow biplane with a red circle and a white cross. At the bottom is a dark blue biplane with a white circle and a red cross, and a white circle with a red cross. The aircraft are shown from various angles, highlighting their unique color schemes and markings.

Compiled by William Green and Gordon Swanborough

The World's

GREAT FIGHTER AIRCRAFT

The inside story of 100 classics in the evolution of fighter aircraft

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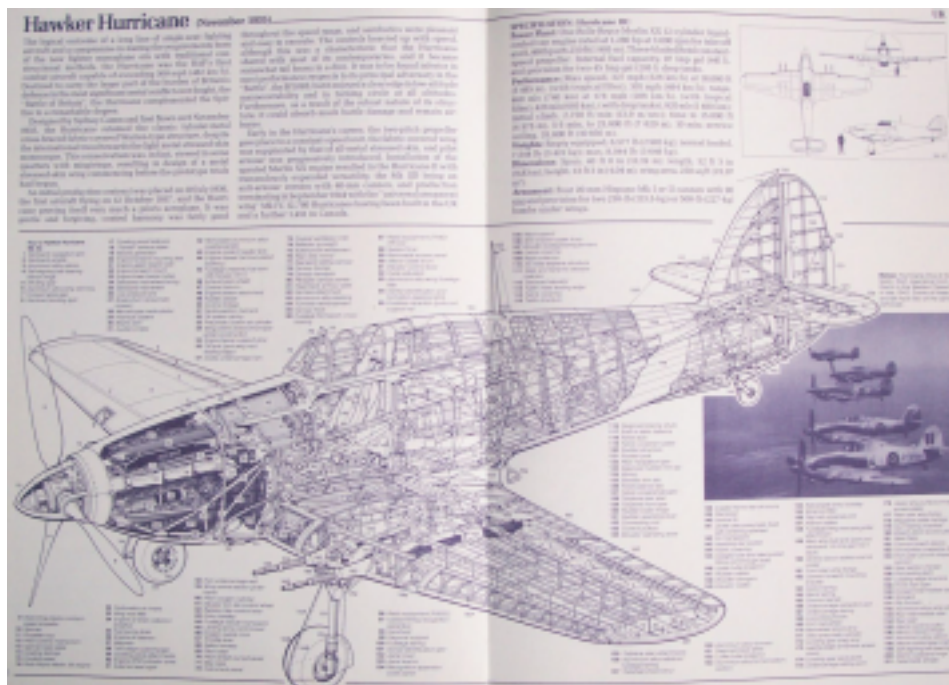
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Compiled by William Green and Gordon Swanborough

Macdonald

Hawker Hurricanes (1935?)

The Spanish Civil War is something most Americans know little about. Modelers inevitably know some, since we're aware that many of our modeling subjects served there before the Main Event: World War II.



Participating in the new exhibit at the Museum of Flight gives us an opportunity to learn more.

The Fates conspire to help - with no prompting from me whatsoever, my wife brought home from the King County Library the documentary *The Good Fight*, narrated by Studs Terkel. It's mostly in his signature form of interviews, with other-wise ordinary people who participated in this odd but important historical event.

When the war broke out, and so obviously became a fight between common lower-class working people against authoritarian rule...OK, we can use the terms 'socialist' and 'Fascist'...many Americans joined other volunteers from around the world to support the people of Spain against Franco's 'Nationalist' forces. The Abraham Lincoln Brigade is the most famous component, and the largest, these American volunteers served in. Nearly three thousand Americans served, in hospitals and work projects, besides the front-line fighting. They had a bad time of it, incurred many casualties, ultimately lost the war, were disbanded and sent home. Eleven survivors tell their stories in this documentary, which mixes in newsreel footage of the time, plus just enough

narration of the historical events to put their efforts in context.

Yes, these people were 'leftist', sympathetic to the working class and its struggle around the world. Many were socialist or even anarchist in their political views, and some were actually members of the Communist Party. Still, they had the foresight to realize that facing down Nazi Germany and Fascist Italy was something that America would soon be forced to do, like it or not...Isolationism was hopeless. It's too bad that for all their devotion and sacrifice, they came home to face further trouble from the Right, including harassment by the FBI and other government agencies during the Red Scare of the McCarthy Era. But as this film was made in 1984, they were still unrepentant about their stand, still willing to confront the evils of authoritarianism. Regardless of your political point of view, they warrant respect...and they did, in fact, do a good turn for our country and its place in the world. They fought 'The Good Fight'.

The KCLS Web site describes it: "A documentary which presents interviews with eleven men and women who volunteered to serve in the American [units] that fought Franco and the Fascists during the

Spanish civil war in the late 1930s. Includes archival film clips and photographs and period newspaper articles and songs."

(Speaking of historical context: The Abraham Lincoln volunteers weren't the only ones to see the coming danger. The Hawker Hurricane prototype first flew in November 1935, and while the Spanish Civil War raged, was busy being developed, refined, and put into service as Great Britain belatedly re-armed against militant Fascism. While several other British-made warplanes were used in the struggle, no Hurricanes went to Spain...so I can't sneak one into the MOF display!)

Powder Puff Trophy

A new Special Award added to this year's IPMS Seattle Spring Show is the Powder Puff Trophy. This award is being sponsored by Jill Moore and Marilyn Laird. It will be awarded to the best model built by a female modeler. It can be any subject and any scale. Your entry will still be eligible to be entered and win in whatever category you are building for. At registration your entry form will be identified as being eligible for the Powder Puff Trophy.

2009 Show Schedule

2/22 Mt Vernon Performance Modelers
 3/14 Vancouver WA IPMS Lt Pearson
 4/4 Lynnwood Galaxy Hobby
 4/18 Renton IPMS Seattle
 5/10 Puyallup MCS 20
 6/20 Ft Worden NOPMS
 7/24 Puyallup Good Guys#
 8/19 Columbus OH IPMS Nats#
 9/19 McMinnville OHMS
 10/3 Moscow ID Bring out Good Stuff
 10/10 Burnaby BC IPMS Vancouver
 10/27 Silvana 5th Annual
 11/8 Clackamas OSSM

indicates multiple day event, only first day listed. Thanks again to Carl Kietzke.

Tamiya Spray Can Metallics

by Alex Tula

Generally speaking, I'm not a big fan of spraying lacquer paints through my airbrush, since I have to move my whole setup outside, break out a respirator (hey, I'm in the environmental biz OK?) making the whole production a big pain. Lately though, I've been impressed with the Tamiya line of "synthetic lacquer" paints for some time because they cover well, have an excellent spray pattern out of the can, don't suffer from the splatters runs and pooling of other spray can paints, and dry quickly to a smooth and somewhat self leveling finish. I've been using them for priming, first colors, and for spraying small stuff like landing gears or propeller blades, which brings me to my current topic. I've been particularly impressed with their metallic colors, at least when compared to my usual stable of acrylic paints which, frankly, don't do metallics very well at all. Since I have a fairly large all NMF build coming up, I decided to try to evaluate the Tamiya metallic line a little more scientifically. Despite my educational background this is rather unusual for me in the modeling world where I tend to charge ahead like

a Marine headed up Suribachi. Since others may find this information useful, I have agreed to contribute this article to our newsletter, where my dismal modeling abilities would otherwise rarely get me any notoriety at all.

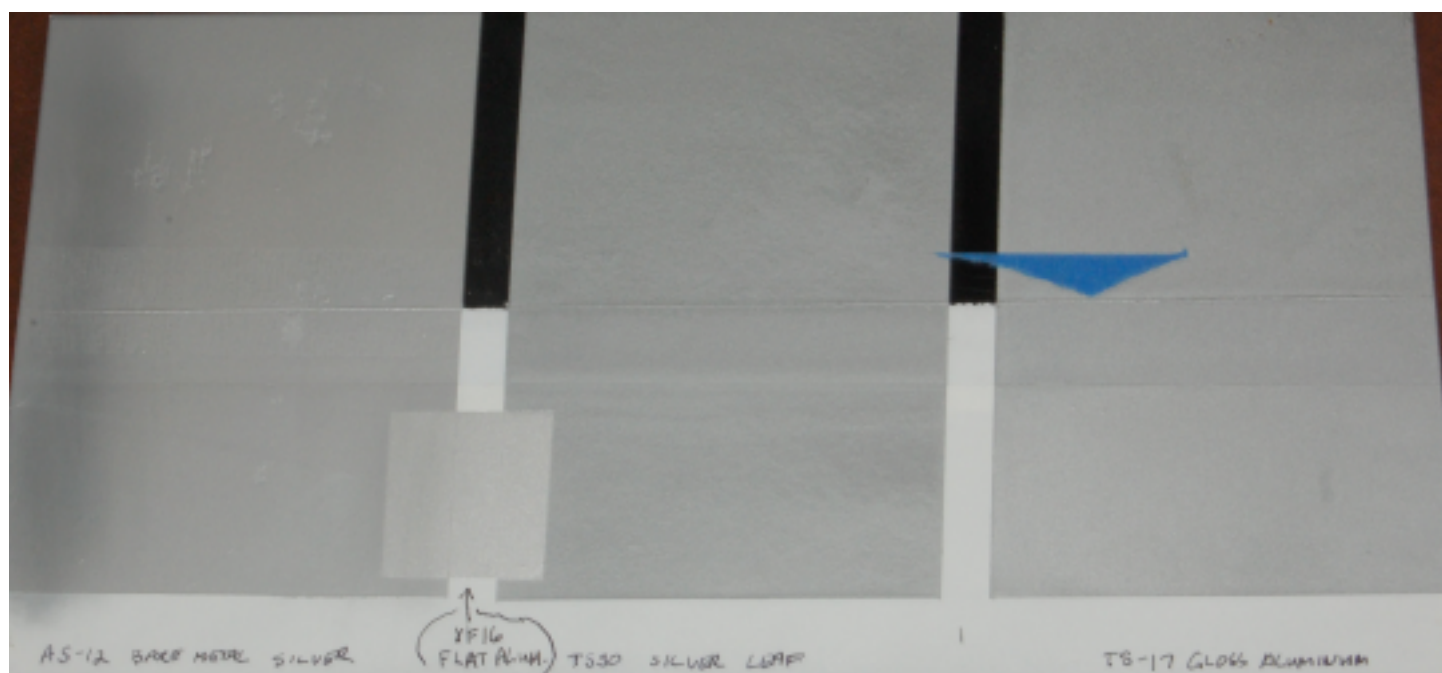
Starting with the basics, I am not referring to Tamiya's extensive line of acrylic paints (of which I am a stalwart user) but rather their paints that come only in spray cans. Specifically, I'm only going to discuss the "silver" paints which one might consider for natural metal finishes on aircraft. Tamiya describes these as "synthetic lacquer" paints, though I'm not sure what that means. I do know that I have sprayed them over Tamiya acrylics with no harm done, and that is a 500-mammoth-no-no with regular lacquers. They also don't smell like regular lacquers, but boy do they stink! So definitely these are an outdoor job. There are three different lines of Tamiya rattlecan paints: "AS" for "aircraft color" many of which are matched to camouflage colors, "TS" for general colors which are mostly gloss, and "PS" for paint for polycarbonate RC cars. I've been told the PS paints can attack styrene so I haven't done anything with them.

The three colors I tested were AS-12 (Bare Metal Silver), TS-30 (Silver Leaf), and TS-

17 (Gloss Aluminum). From my readings and discussions with aficionados of the Alclad system, I wanted to evaluate some of the variables that have been described to affect the outcome of Alclad paints. The specific aspects I wanted to look at were: differing primer color (white vs. black); different primer sheen (gloss vs. flat); the effect of buffing; clearcoating (as one might wish to over decals); and finally their durability to masking tape.

I began by taking a piece of white styrene about 6 inches by 12 inches. I sprayed that using Tamiya Flat White (again the synthetic lacquer, AS-20). I then I divided the piece into three equal segments and labeled the colors at the bottom of each segment. I "masked" the bottom half off with a piece of cardboard and sprayed the top half Tamiya Gloss Black (TS-14). I then separated each of the three sections with masking tape, and masked off the color labels on the bottom edge.

From left to right, I then sprayed the three colors straight from the can (AS-12, TS-30, TS-17). I used a piece of cardboard to "mask" the previous sections and, unfortunately, in my haste I moved on too quickly and got a few "divots" in the paint coupons.



I let that dry overnight and then buffed down the left side of each coupon with a clean piece of old T-shirt. Then I airbrushed a strip about 1/2-inch wide across the top (over the gloss black primed area) using Tamiya acrylic clear gloss. Finally and just for comparison, I masked off a small square and airbrushed with Tamiya acrylic XF-16 flat aluminum. Lastly, after the paint had thoroughly dried, I laid down a strip of 1" 3M "blue" masking tape (the "soft release" kind, which is still pretty tough for most paints). I laid this down across all three coupons right on the boundary between the black and white primers. I burnished this down solidly and let it sit overnight. Then I ripped it off more vigorously than I ever would on a model.

The results are shown in the picture. This is no doubt hard to see since I'm even less good at photography than model building, so I'll attempt to describe my observations and I'll bring the coupon in to the next meeting.

First, unlike Alclad, the color and texture of the primer had absolutely no effect on the resulting paint finish. Buffing slightly darkened the AS-12 but had no effect at all on the other two. No matter how hard I buffed I couldn't work through the paint and even after extensive buffing the AS-12 did not show through the underlying primer colors. The clear gloss had virtually no effect on TS-30 and TS-17. It raised the shine level on AS-12 some, though I don't think it was offensive. The acrylic XF-16 was noticeably coarser grained and less reflective than any of the other colors.

And from all this I concluded what, you ask? I think the AS-12 looks believably like aircraft aluminum on a service aircraft. Buffing AS-12 or using either of the other two colors would allow variations in panel color, though the TS-17 came out a bit too glossy for my tastes. TS-30 is noticeably the darkest of the lot. Ripping off the tape had no effect whatever. As you can see, I even ripped the tape off in my vigor. I am told by others however that the paint can lift if it's not applied over a suitable primer. None of the colors will produce the chrome like polished aluminum finish that you can get (if you want) from either Alclad or SNJ.

DML/Dragon 1/35th scale PzKpfw IV Ausf E

by Bob LaBouy



For the modeler or two out there in 'cyberland,' this is the next in the lineage of Germany's WW II line of primary tanks (with the prior review of the PzKpfw III having been included in the August Chapter Newsletter). I was pleasantly surprised to learn that at least three members had read those notes (a big 'THANKS' from your intrepid reporter) and want to assure the few folks who thought that I had slighted Germany's WW II tank development program in those notes, that I did not intend to say or infer that there were only the Type 38 series and then just the PzKpfw I and II types. There were a good many other versions and subtypes. Most of those are almost totally unknown to me as I am largely slaved into the tank versions I purchase kits for. I also attempt to build those versions that I'm attracted to and that originally (thinking back about 10 years now) was based on my 'drooling' all over the armor models I saw Ted Holowchuk and John Frazier building. I wish I was approaching their skill level, but realize that's only a 'pipe dream' on my part. The wonderful very small (1/76th scale I think) armor models that Stan and Steve Cozad were building over 30-35 years ago exceed my current level and I can't begin to comprehend what they are doing these days. I don't

also want to offend George Stray and Bill Glinski (just to name a very few of our fine local armor builders), as they are also clearly 'up' on that plain that I can only look at and wonder about. So, as I was beginning to run on about, I'm what I

guess would be called an 'target of opportunity' builder. As you will see below (in my comparison of an earlier kit of this same subject), my observation skills (and ability to pay for) the latest few DML kits is behind my current 'production line' of armor models. My other motivation for the last few year's tank models was

based on comments made by the very popular author Stephen Ambrose and several of his post WW II history summaries in which he called out those several most significant pieces of WW II armor. An example of Ambrose was his naming the 2 1/2-ton truck that the U.S. built during the War as one of the most significant developments of that time and conflict. Reading about the 'deuce and a half' convinced me that he was correct and almost miraculously, the Tamiya 1/35th scale kit appeared and proved he was right. It was, and still is, a great kit. I digress.

I also have heard from someone that there is still some confusion 'out there' as to 'what' to call these tanks. As best I can determine, the full name is the Panzerkampfwagen, which is most often abbreviated PzKpfw, though it is also referred to at the Panzer or Panther (which seems to be the 'Americanized' version of that word). The word itself translates into 'armored fighting vehicle'. Lastly, for the more 'British' (or Commonwealth of you), I hear them referred to as just the 'mark' this or that. That simplification aside, this is the fourth in a series of PzKpfw tanks, starting from the earliest and lightest of the German efforts in the early 30's, the PzKpfw 38 series. I know these were really Czech

designed, but when one looks at these models, they are clearly the predecessors to the German light tanks, the PzKpfw I and II, each of which I previously reviewed and wrote about.

While on basic information, I should also mention, I have noticed some confusion about the meaning of the normal abbreviation 'ausf' that sometimes causes confusion. This is just that an abbreviation for the Germanic 'Ausführung' meaning variant or version; it is most often shown as 'Ausf.' There are often many versions of each German armor pieces. For example this is the 'J' variant for the PzKpfw III tank.

As I tackle the PzKpfw IV, we are moving further into the 'medium' size tanks, remembering the weight of about 9 tons for the PzKpfw 38 series, 5.8 tons for the PzKpfw I series (the first of the 'pure' German tanks), then 10 tons for the PzKpfw II, and finally about 25 tons for the PzKpfw IV family of tanks. Again for perspective, the King Tiger, a PzKpfw VI, weighs in at around 63 tons and the current US M1A1 Abrams is a modest 68 tons. Hence their being referred to as a 'medium' tank and about 8,500 examples were built between 1936 and 1945.

As I look at the PzKpfw IV in profile, I see a couple of distinguishing features as I am modeling my way 'up' the Panzer lineage. First, the number of bogie wheels increase to eight double sets of bogies per side. And, the armament has moved up from what was basically machine gun types of armament into the cannon range. Yes, there was a version of the PzKpfw with a 37mm gun, but that was only a result of the Germans' combat in WW II (and definitely an afterthought). These tanks also saw a marked increase in the main gun size up to 75mm (in a number of barrel lengths and versions).

The surface detail and texture is much better defined and the sheer number of pieces in the kit has multiplied many times. I suppose that may be either a blessing or a plague, depending on one's outlook. There are, as is usual for all of the most

recent DML/Dragon kits, a whole lot of little, itty-bitty parts. It takes a good deal of patience, a number of repetitive reviews of the instruction sheets and some careful dry fitting of these parts to insure they are placed appropriately. To illustrate my point: from my reviewing the kit part schematic, there are at least 933 parts! That includes 145 PE pieces on two sheets of PE and 288 individual track links (leaving about 80-90 left over links). I have a couple of ship kits I thought had a lot of parts, but for sheer numbers, I think this kit is the high number 'king' in my kit encounters. My model room rug helped cut this number down considerably in the construction phase.

My experience has brought me to the point, where I cut or remove these numerous very small parts from the mold trees with a pair of sprue cutters (I use the Testors brand) and then do the fine or close to the edge trimming with a sharp single edge razor blade, followed by a light sanding. Then, with very little Tamiya Extra Thin Cement, glue them to the tank's body, turret or fenders. When painted, weathered and highlighted, these small detail parts seem to stand out well and really illustrate the increased surface details that have become the trademark of the DML kits.

There is also a nicely done sheet of photo etch details including several fine screens for the intake filters and exhaust areas, none of which could be done even close to realistically with only molded plastic. I use about half of the PE parts, mostly the larger ones. I do not use some of the smallest parts, simply because I can barely see them, they are difficult to use or work with and once painted, they have a habit of becoming lost in the surface detail and painted finish. But they are there and available for the more skilled and adventuresome modelers to use.

The tracks are the wonderful, highly detailed individual plastic links, DML calls 'Magic Tracks.' They are beautifully done, come separated from their sprue trees and virtually ready to use. I've looked over a number of them and yet to find more than a few very rare pieces with any perceptible

flash or other 'issues' requiring added trimming or light sanding. I begin by pulling together from three-to-five individual sections and applying a very small amount of Tamiya cement, and when I have a about 3/4ths of the sections in small three-to-five section segments, then I start to glue them together and shaping them around the drive sockets, idler arms and into larger straight sections for the bottom of the track layout. I also assemble a few of the upper sections together so they will 'hang' a bit and give the rough appearance of draping over the return rollers. By the time I've put them together in close to their final shape (leaving one or two unglued and the basic circular track section open at least in one place, I'm ready to paint and weather them. I only glue them together in their final shape as a final step in finishing the model. I'm sure there are other methods of constructing these treads, but this seems to work well for me and I'll leave well enough alone until someone takes the time to show me how to really make the treads look more realistic (as they are one of my glaring weaknesses).

The decal sheet is small and has a few minor registration flaws (at least on my copy), but provides for the markings for at least seven different pieces of armor from the North African and Russian campaigns. The marking information for these pieces is very basic and contained in relatively small scale drawings on three portions (or pages) of the ten segmented, single-piece instruction sheet. The kit box also provides a reasonably good color rendering of a tank somewhere in the Eastern front and the very small box side art provides three different color schemes in eight small side views.

Mentioning the instruction sheets brings me back to the weakest part of the DML offering. While there is a wealth of detail provided both on the instruction sheet and box bottom, it forces one to carefully check off each part, step and segment to insure that you've caught most of the intended parts. Maybe it's just me, but when confronting these modern armor kits with anywhere from 350 to over 500 parts, I

have to fall back on following along with my little check marks. I am still finding that I have missed a few places or parts, which is my fault, but I also learn (from the step-by-step method) that some parts in the instructions are mismarked, identified incorrectly, or just plain omitted from the sheet. The other noticeable error (at least I seem to feel it's an error) is when the drawing is a bit vague as to the actual part orientation, point of attachment or how it fits and/or where it fits the larger parts. I often find myself looking at later drawings, illustrations, the color box art in order to learn exactly what was intended for the part. The original instruction segment isn't clear enough for me. Again, this could well be part of my limitations (as both a modeler, my vision, lack of understanding about the parts purpose or engineering or just plain old 'daah' factor, being or trying to operate beyond my pay grade level), but I have to return to some places and parts several times, before the very small, very dim light goes on in my head. Sometimes there isn't even enough light there to see the solution at all. As with most DML kits and the numerous variants they seem to produce from each basic tank, there are probably 50-70 extra or unneeded kit parts for your 'parts box.'

I am not sure whether it's a good idea to get into the 'details' of this kit, but decided that it might help me explain some what I experienced as I attempted to build this kit. As in the case of most recent DML kits, this PzKpfw IV is a 'gem.' The amount of detail is outstanding (in my opinion, especially when I recall the years of building aircraft models, which have almost no detail in comparison). While this aspect of this kit is a wonderful, rewarding experience for the most part, it also brings with it a lot of very detailed, sometimes repetitious work. If you want, 'quick or easy builds,' don't even think about this kit.

Why mention this? When I embarked on the assembly of the suspension for this tank, which is by its very nature, one of the first areas one builds on this kit, beginning with the step #1 part of the kits instruction sheet. As in most DML/Dragon

kits, it is clearly wise to both very carefully look at the instruction sheet's detail drawings, lay out all the parts for each of the suspension pieces, attempt to hold them or place them together and check their orientation with what you see in the detailed drawing and on the kit itself. There are eight major parts for each of the suspension arms, including the housing, the forks, shock absorbers, springs and trunnions. And, this does not include any of the related bogie wheels. You will have eight of these assemblies, four of which are unique to each side of the tanks hull. These differences on the surface may not seem like there's much of a difference, but as one progresses, you will quickly learn that a misstep or mistake early on will cause one a lot of grief and possibly blow this build out of the water. These differences became critical as I attempted to dry-fit the two parts (which I believe are the housings for the suspension arms: parts A25 and A11). The A11 (or A12) parts are very close in shape and size, but when compared side-by-side, you will see just the slightest alignment of the small holes (onto which the rest of the suspension parts are later mounted). Further description will even confuse me. Suffice to say, the 'devil is in the details' (as we have all probably heard before). Advice: be very cautious and careful. Once you put 'glue' to these parts, it's 'a done deal' and you may not be able to alter your course. I also suggest that you consider placing these housings (mentioned above) onto the hull in their respective places before you put the entire suspension sections together and glue them. Even though this step is 'called out' step #5 drawings, waiting till that point makes it a bit more difficult, since these assemblies are a bit on the fragile side, in my opinion.

Each of the eight pieces fits together well, though they require from three to four cut-off points each (from both the sprue tree and from the extra small 'overrun' pieces which seem to be molded onto each part), and each has to be carefully trimmed and sanded and then again checked for fit and location. The good news is that all the parts fit together very well, tight and look great together. Another hurdle is that even

though these parts are small and fit well, they won't 'stick together' without some type of adhesive and repeatedly fall apart, making the overall task of dry-fitting them a real chore. I worked this aspect of the build, but assembling the parts into 'sub-groups' and then putting each of these groups together into the suspension part itself, then onto the tank hull.

And before I forget, it is also critical that you very carefully check the detail instructions against the 'kit reality.' As you have probably seen previously, Dragon's engineering expertise does not extend to the kit's instruction sheets in many instances. Case in point: look at the detail assembly instructions in sheet section #1, where you will see that you need to assemble (only) eight of the wheel assemblies. Two things will (I hope) jump out at you at this point. There are eight such wheels on each side of the tank and that as you finish the first eight wheels, you still have a full sprue tree of wheel parts left over, right? Wrong. One needs sixteen wheels assembled - assuming you are intent on completing both sides of the PzKpfw IV. Like I say, it really pays to periodically perform a reality check when the 'extra parts' appear to be piling up; the kit instructions may not always be as accurate as we might wish for.

Overall, I like this kit quite well and would give it a 8-9 on the 10 point scale. I would recommend it anyone who is interested in replicating more of the German armor during WW II. I thoroughly enjoyed it and would estimate about 30-35 hours time spent on this project. I feel this kit is a winner, a 'keeper' and worthwhile addition to my meager armor collection. It provides the modeler with a very accurate model of one of the Germany's most important and significant pieces of armor which apparently also eventually saw service in several other countries as well.

Pearl Harbor Aircraft Resources

by Marilynn Laird
and Tracy White

In conjunction with Mike Medrano's announcement that the December 2009 IPMS Seattle contest subject will be any 1/48th scale model of any aircraft within 300 miles of Pearl Harbor, Hawaii on December 7, 1941, both Marilynn Laird and Tracy White contributed helpful information to help modelers pick a subject.

First, here are Marilynn's comments:

Aviation came to the Territory of Hawaii in 1889 with exhibition balloon flights. Fixed wing aviation came in 1910 with the arrival of a demonstration team from the Curtiss Aircraft Factory of Hammondsport, New York. This group was on a world tour to sell airplanes for Glenn Curtiss. Military aviation arrived in 1913 with two Curtiss Seaplanes under the command of First Lieutenant Harold E Geiger and 12 enlisted men. They set up a flying school for military personnel at Fort Kamehameha, at the entrance to Pearl Harbor. Geiger Field (now Spokane International Airport) is named for Lt. Geiger. Both Military and Civil aviation steadily grew in the Islands, with Naval Aviation arriving in 1917.

At the time of Pearl Harbor, flying facilities on the Island of Oahu both civilian and military were as follows:

Hickam Field Army Air Corp
Wheeler Field Army Air Corp
Ford Island Naval Air Station (Originally an Army Field named for World War One ace Frank Luke)
Pearl Harbor Naval Air Station flying boat base
Bellows Field Army Air Corp
Ewa Field (pronounced Eva) Marine Air Station
Haleiwa Army Air Corp (pronounced Halle-eva)

Kaneohe Naval Air Station
John Rodgers Field (This is now Honolulu International Airport)
Pan American Airways flying boat base in Pearl Harbor

See this link for other airfields and air strips in operation at the time contains many photos.

<http://hawaii.gov/hawaiiaviation>

Aircraft listing for December 7 1941 and location

<http://www.ww2pacific.com/aaf41.html>

Civilian Aircraft: Civil aircraft operating out of the Island of Oahu at the time of Pearl Harbor are:

Douglas DC-3, Sikorsky S-43, S-38
Hawaiian Airlines
Aeronca Cruisers 65TC NC33768 (similar to military Aeronca L-3) Gambo Flying Service, one of several (<http://www.airliners.net/open.file?id=0115552>) Myers OTW, Andrew Flying Service. This is the aircraft Margaret Gambo was flying and depicted as a Stearman in *Tora Tora Tora*.
Kinner Fleet trainer, Interstate Cadet N37335. Andrew Flying Service
Piper Cubs, K&T Flying Service
Ryan STA, owned by Walter Dillingham received damage when its hanger was strafed. (My family owned this aircraft, it now lives in California)
Pan American Airways Boeing 314, Martin M-130 (this is the aircraft that escaped Wake Island)

And here are Tracy's comments:

There are a couple of good sites for Pearl Harbor research, some more aircraft focused than others.

<http://www.pearlharborattacked.com/>
(Message boards are useful and have sections for both US and Japanese aviation)

<http://japaneseaircraft.multiply.com/photos>

<http://www.j-aircraft.com/>

<http://www.ww2pacific.com/aaf41.html>

The Navy Historical Center has been a wealth of images for many years but politics badly crippled it last summer and they had to remove many of their larger images as a result; the photo gallery has recently been mirrored on Hyperwar at <http://www.ibiblio.org/hyperwar/OnlineLibrary/photos/events/wwii-pac/pearlhbr/pearlhbr.htm>

As far as aircraft go, there are many unknowns in regards to not only the Japanese aircraft, but also the American military and civilian aircraft in the air that day. For example, while we know that there were four Piper Cubs from K-T Flying Service, we have no idea what their logo looks like nor what the planes even looked like. The US government banned all private flying in the islands after the attack and most of the companies didn't survive or archive their information. Robert Tyce, one of the owners of K-T Flying Service, was himself killed by machine gun fire from a Kate flying over John Rogers Airport.

We do have photos of Gambo Flying Service aircraft and at least one profile is online at the [japaneseaircraft.multiply.com](http://japaneseaircraft.multiply.com/photos/album/48/Pearl_Harbor_Aircraft#406) site, but that company flew Aeroncas, of which I know of no models available in 1/48th. <http://hawaii.gov/hawaiiaviation/hawaii-commercial-aviation/gambo-flying-service>

http://japaneseaircraft.multiply.com/photos/album/48/Pearl_Harbor_Aircraft#406

Andrew Flying Service had an Interstate Cadet in the air that day, but little else is known about it. A photo does exist online of a Piper Cub flown by the company but the year is unclear; the company existed from 1932 to 1966

<http://hawaii.gov/hawaiiaviation/hawaii-commercial-aviation/andrew-flying-service>

Some common misconceptions:

There is a Ford Tri-motor that has been advertised as a Pearl Harbor survivor, but research has revealed that while it was owned by a company that operated in Hawaii at the time of the attack, the aircraft itself was on the west coast in their California operations and never made it out to the islands.

Two P-40s that are shown damaged at Bellows field (Buzz Number 337 on one of them) are often captioned as having been strafed or shot down while taking off; they actually collided while taxiing in bad weather on December 8.

Some interesting aircraft:

PBY 14-P-1 of VP-14 - fired first American aerial shots of the war.

B-17C serial # 40-2074 - hit in the air, flares caught on fire amidships, causing the aircraft to break in two upon landing.

B-24A Serial # 40-2371 of the Ferry command - was being readied for a secret recon mission and was set afire.

<http://contrails.iit.edu/History/7December1941/p067.html>

SBD-2/3s of VB-6 were launched from the returning USS Enterprise and ran into the raid; at least five were lost.

Hawaiian Airlines had a DC-3 that was strafed twice; the first pass started a fire in the cockpit, and the second exploded the fire extinguisher, putting the fire out!

Books that cover the aviation side:

The Way It Was: Pearl Harbor; *The Original Photographs* - Goldstein, Dillon, Wenger

Attack on Pearl Harbor, a Pictorial History - Stan Cohen

Steady Nerves & Stout Hearts: The Enterprise (CV6) Air Group and Pearl Harbor - Cressman, Wenger

Combat Colours #4: Pearl Harbor and Beyond - Scale Aircraft Modelling

Valkyrie

from page 7

Time to reorganize, and try again. Operation Valkyrie is now drawn up, the operation referring to the cover plan to arrest the leading Nazi personalities and the SS, by the Reserve Army. One of those contingency things all countries' militaries draw up. As with any formal grand plan, Hitler has to sign off on it. The good Colonel gets to go to the "Adlerhof" in the Bavarian Alps to acquire the needed signature. He's ushered into a large room where the Nazi leader is in conference with his top cronies. You see Goering, Speer, Himmler, Gobbels, and Keitel. Outside of Goering, the movie neglects to identify the group, and the only way I knew them was their general appearances and their uniforms. Der Fuhrer signs, and we're off and running - the plan will be implemented. Everyone more or less knows the story, so I'll not be spoiling anyone's suspense by revealing what happens next.

Col von Stauffenberg goes to visit Hitler at the Wolfschanze in Eastern Prussia, and plants the bomb. As he's fleeing the scene, the bomb goes off, and although several people were killed and wounded, Hitler receives only minor injuries. Von S. tells the plotters in Berlin that Hitler is dead, and takes his three-hour ride back to the capitol, fully expecting Valkyrie to have been put in motion. The plotters however vacillate, and do nothing until Stauffenberg returns. The Berlin contingent of the reserve or home Army is finally detailed to arrest the SS and Party leaders. When good Col. Reimer, head of that battalion, arrives at Goebbels' place, Goebbels motions him to the phone, and guess who's on the other end, Adolf! Reimer, being a faithful follower of der Fuhrer, now hurries off to arrest von Stauffenberg and the rest of the plotters. Gen. Fromm, actual head of the Replacement Army, has sat on the fence through this whole thing, and orders von Stauffenberg, his aide, Gen (ret) Beck, and two of the conspiring generals shot, to cover his own vacillations. Gen. Beck requests a pistol and commits suicide. (In

actual fact, he attempted twice to accomplish this, and succeeded in only wounding himself. A sergeant was detailed to "Help the old man out"). Stauffenberg and the rest are taken to the courtyard, where a firing squad has been drawn up. One by one, the plotters are led before the squad. The two generals both go down, and when Stauffenberg is brought up, his aide rushes up to him and takes him by the shoulders. The order to fire is given, and the aide is killed by the volley shot into his back. This has got to be pure Hollywood, as von S. is unhurt. Well my friends, several 7.92mm Mauser jacketed rounds would surely have penetrated right through the hapless lieutenant, and dispatched von S. too, but not so here. He gets his chance to stand alone, and shout "Long live a new Germany" as he is also shot. The verbiage is correct, by the way. You also get to see Goerdeler hung by piano wire in Ploetzensee prison. You will see Head Judge Roland Freisler harangue others of the hapless plotters as they were dragged before his court, prior to their own hangings. An interesting footnote, Freisler was later killed in his own court room by an Allied bomb raid. In actual fact, these brutal hangings were filmed, and rushed to Hitler for his evening entertainment.

Throughout this entire movie, all the German vehicles, equipment, and weapons are to the best of my knowledge, the real thing. The uniforms are absolutely top notch. For instance, von Stauffenberg, as an officer of the General Staff, is wearing the proper branch of service color (Waffenfarbe), crimson, as piping on his hat, underneath his shoulder straps, and as part of his collar tabs. Everything appears to have been researched and done with a total eye on accuracy. Cruise does an adequate job playing the aristocratic von Stauffenberg, but don't expect any of those phony put on Hollywood German accents. Everyone speaks in perfect English. For the moment, let me say, go see this movie to see a genuine story of brave men taking on a thoroughly evil system. While you're watching the story, enjoy some of the most detailed and authentic war footage I've ever seen.

IPMS Seattle Renewal Form

Your 2009 IPMS Seattle renewal form is included below. If you have not renewed by the release of the February newsletter you should have received a reminder with this issue. If you do not renew, 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 2009 annual dues have been reduced from the base level of \$25 for members receiving the IPMS-Seattle newsletter via email. 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 February 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 2009 Dues Form

Remit to:
IPMS Seattle
ATTN: Spencer Tom
318 N.E. 81st Street
Seattle, WA 98115

Full Name _____

Mailing Address _____

City _____ **State** _____ **Zip Code** _____

Telephone (Area Code) (_____) _____

E-mail address _____

☐ **E-mail delivery of the newsletter (\$15).** ☐ **Regular mail delivery of the newsletter (\$25).**

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

Meeting Reminder

February 14 **10 AM - 1 PM**

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

Directions: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.

