

# Seattle Chapter News



**Seattle Chapter IPMS/USA**  
**October 2010**

## EDITORNOTES



Terry wasn't able to contribute his regular column this month, so I'm filling in for him. That gives me a chance to use the header to celebrate the Seattle Sounders' second consecutive win in the final of the US Open Cup. As bad as the Mariners were this year, the Storm and Sounders have been great to watch, and have brought the city of Seattle some honest-to-goodness championships. Add that to the fact that my Cincinnati Reds are in the baseball playoffs for the first time in 15 years, and my hometown, Blackpool, is in the English Premier League for the first time, and has already beaten teams such as Liverpool and Newcastle United, and I'm having more fun with my sports rooting interests than I have for years!

IPMS Seattle has been meeting at the North Bellevue Community Center for several years, and it's been an excellent meeting place. However, like many cities, Bellevue is feeling a financial crunch, and some serious cuts are in the city's proposed budget for next year. One proposal is to close down several community centers, including the one we use, on weekends, to save money. No decision has been reached yet, and won't be for a couple of months at least. It should be stressed that this is just one of many proposals that may or may not be adopted, but club members should be aware that it's a possibility. In the event that we have to move, the club's officers are asking for help from members for suggestions of possible meeting places that could be used if North Bellevue Community Center is not available. We'd like to keep meeting either in Seattle or on the Eastside, rather than in the North or South end, as those locations are more centrally located for the majority of our members. If you have any ideas, please talk to one of the club officers.

This Saturday, October 9, is our meeting date, but it's also the day of the IPMS Vancouver show. I'd like to encourage anyone who is thinking of going up to Vancouver, to make the trip. It's always a great show, well-organized, and it makes a fun day out.

Do you ever dream about modeling? I tend to dream about model shops. Not big, shiny, ones with thousands of kits, but old, little hideaways that stock all sorts of rare, out-of-production kits. I dreamed about one the other night, that had a Frog Gloster Meteor PR.7 for which I had been searching (in my dream), for years. When I woke up, I checked my references and discovered that there was no Meteor variant called the PR.7, and that, naturally, Frog never made a kit of one. But I can still see the kit's box art from my dream in my mind...

*Robert*

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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, WordPerfect, or text 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 2010 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.

**October 9**  
**December 11**

**November 13**

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#)			
<b>IPMS/USA</b>		P.O. Box: 2475 North Canton, OH 44720	
Check out our web page: <a href="http://www.ipmsusa.org">www.ipmsusa.org</a>			

## Dragon 1/350th Scale *Scharnhorst* 1943

by Chris Banyai-Riepl

### Overview

In the interests of expediting this review, I have chosen to forgo my usual in-depth examination of the subject, and instead provide you with the introduction from Wikipedia ([http://en.wikipedia.org/wiki/German\\_battleship\\_Scharnhorst](http://en.wikipedia.org/wiki/German_battleship_Scharnhorst)):

"*Scharnhorst* was a German Kriegsmarine capital ship during the Second World War. It was the lead of her class, referred to as either a battleship or a battlecruiser. The 31,500 t (31,000 long tons) ship was named after the Prussian General and army reformer Gerhard von *Scharnhorst* and to commemorate the First World War armored cruiser SMS *Scharnhorst* that was sunk in the Battle at the Falkland Islands in December 1914. *Scharnhorst* often sailed into battle accompanied by her sister ship, *Gneisenau*. *Scharnhorst* sailed on many naval operations in 1939—1941 with significant success. In December 1943, she took part in the German Operation Ostfront to engage Arctic Convoys sent by the Western Allies to the Soviet Union. Royal Navy-led Allied forces engaged *Scharnhorst*. In the subsequent Battle of North Cape, the ship was sunk."

### The Kit

Dragon has been working on new ship kits for a while, but they have all tended to be smaller vessels such as the Benson Class and Gleaves Class destroyers. With this release of the *Scharnhorst*, Dragon has moved into the big capital ships, and they couldn't have done it better. The model comes with roughly a bazillion highly detailed parts, spread among twenty eight plastic sprues and five photo-etch frets. There is also a small metal rod and a decal sheet providing the various deck markings. The large number of parts has actually been made less by Dragon's usage of slide



molds, which allows for complex single-piece castings to be made while maintaining crisp detail. So instead of having a turret made up from four sides and a top, we get a single-piece turret, simplifying cleanup and reducing parts count.

Diving into the instructions, the kit begins with the assembly of the myriad of guns. This is good, get the complex fiddly stuff out of the way first. As near as I can tell, none of the guns in this kit are single pieces; they're all constructed from multiple parts, even the sidearms of the sailors (okay, I'm kidding about the last, but it is that level of detail that we're seeing here). The gun barrels have all been punched down the center, some deeper than others, but the result is that none of these guns need to have the barrels drilled out; it's already done. The smaller details are very petite and will be a challenge to remove from the sprues, but a quick glance shows that there won't be much cleanup needed here. Flash is non-existent.

The guns get a fair amount of photo-etch detailing as well. A note should be made about the photo-etch. Eagle-eyed readers

will note that there is very little railing on the frets. Dragon has (wisely, I might add) chosen to provide vessel-specific details in their in-box photo-etch, and left the more generic stuff like ship's railings to the many aftermarket general railing sets available. This is a good way to keep their costs down on a kit that is already well north of the \$100 mark.

Back to the guns, the main turrets have another interesting Dragon feature. Developed for their armor kits to replace vinyl tracks, Dragon has a flexible plastic that can be adjusted to a specific shape, and then holds that position. The canvas covers at the base of the guns are provided in this material, with nicely detailed folds and creases, and this will allow the modeler to position the main guns in any position and maintain that detail. I am not too familiar with this material, so I don't know the longevity of it, nor what kind of painting challenges might be involved, but it does provide an interesting alternative. The kit also includes regular barrels for those who do not wish to use this different material.

Cranes and boats are next, and the kit continues its high level of detail here. The cranes include both photo-etch and plastic parts and lack only the cabling. I tried to count the number of parts in each crane and quit after twenty or so; the instructions are easy to follow for assembly, tough to follow for counting parts. Needless to say, these are complex, highly detailed, and will look outstanding when finished. The boats are a beautiful complement to the cranes, with separate decks and hulls, along with additional superstructure pieces. These are really little models in and of themselves, and the slide molded lower hulls have beautiful rudders molded in place.

Moving on to the superstructure, the majority of this is constructed from stacked solid pieces. This is where that slide mold technology really pays off, as these complex shapes can be done as one piece this way. Granted, there are going to be additional joint seams that need to be cleaned up, but that will be minimal and would be much less than if those seams were left up to the modeler joining two or three pieces together. The other benefit is the very petite detailing available on all sides. The decking on these parts is simply stunning and some of the best I've seen in this scale. Even with the parts simplification, though, there is still a large number of components, with lots of arrows in the instructions. Follow those closely, though, and there should be no problems in assembly.

With all the subassemblies together, it's time to turn to the main hull and deck. The hull is split into an upper and a lower piece. On many kits, this upper piece ends up being a fairly flimsy and flexible piece, making it challenging to fit both the deck and the lower hull. Dragon has taken that into consideration in this kit, though, and has molded this piece with solid bulkheads along the length of the hull, as well as using thick walls on the sides to limit flex. The lower hull is likewise strengthened, with the result being a very solid main hull assembly.

While the main hull is molded as full length pieces, the main deck is split into a forward and a rear piece. I believe the resultant seam is almost entirely covered by the superstructure, so this is not a problem, really. One very nice feature on this kit that you do not find on other kits out there (with the exception of the aforementioned Dragon destroyer kits) is that the deck is cambered. This is very slight, as it should be, but can be clearly seen when looking at the turret cutouts. This attention to detail is very commendable, and it is great to see Dragon going this extra step. While talking of deck details, the photo-etch anchor chains are greatly preferred to the usual molded on ones. Another plus for Dragon.

But not all is rosy with this kit. Okay, yes, it is, but there are two little nits I'll pick. First up, you get a beautiful catapult amidships, but no Arado Ar 196 to go on it. Perhaps Dragon wasn't sure of how to do the delicate strutwork, or perhaps it simply got forgotten with all the other work being done. Either way, you have that impressive catapult that's just crying out for an aircraft to sit on it.

Second, Dragon includes figures in this kit, and these are, bar none, the absolute best 1/350th figures I have ever seen. The downside? Dragon gives you six figures. Yes, that's right, for a large German battleship, you get to crew it with a whopping six figures. No worries, you say, six is enough for in the box, Dragon is keeping costs down and releasing a larger crew separately, a wise choice for a model pushing up close to \$150 in price. Unfortunately, Dragon is not releasing separate figure sets, which means that you are left with a rather difficult situation. You can use the six beautiful figures included in the kit, and then fill out the rest of your figure needs with the decidedly inferior alternatives out there, or you can buy yourself 10-20 *Scharnhorst* kits so you can get 50-100 figures. I'm sure we'll all choose the latter, right? Dragon, please release separate figure sets! These are too good to not be used extensively throughout a modeler's 1/350th navy.

## Conclusion

The summary here is simple: buy it. Whether you have been wanting a *Scharnhorst* for decades, or are just looking for a good ship model to build over the winter, Dragon has delivered. The minor nits I touched upon in no way lessen the impressiveness of this model, and I am sure it will make many naval modelers quite happy, both in the box and on the bench.

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## 2011 NorthWest Scale Modelers Show - Save the Date

by Tim Nelson

Mark your calendars now for the 2011 NorthWest Scale Modelers (NWSM) Winter Model Show, 19-20 February at the Museum of Flight! The show will have an international flavor, with the models organized by country (similar to what we did in 2004). ALL the models will be displayed this way, and "country" may be adapted as necessary for subject (such as sci-fi/fantasy) that might not fit that mold otherwise. As always, this show is an exhibition, not a contest.

The traditional working tables will be provided as usual, so bring projects to work on and discuss with passers-by.

Our friends Emil Minerich of Skyway Model Shop and Mike Shaw of Galaxy Hobby will again stage their popular Make & Take programs, this time with Emil on Saturday and Mike on Sunday. Thanks to both of them for their continued, enthusiastic support of the show.

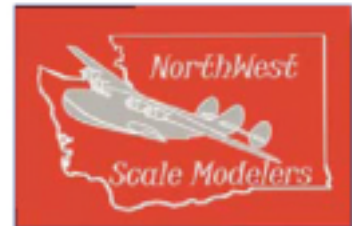
More details to follow, but plan now to bring all your models to the show. If you have any immediate questions, please ask at [timndebn@comcast.net](mailto:timndebn@comcast.net) or 425-823-5227.



# 2011 NorthWest Scale Modelers Show

## Small Worlds

February 19-20, 2011 ■ 10 a.m. - 4:30 p.m.  
The Museum of Flight



Events free with museum admission

→ **MODEL DISPLAY:** Explore the world in miniature during the 2011 NorthWest Scale Modelers Show at the Seattle Museum of Flight. See hundreds of detailed scale model aircraft, cars, tanks, trucks, spacecraft and more at the largest model show in the Pacific Northwest.

→ **MAKE AND TAKE:** Children age 6 and up are invited to learn the art of modeling during free "Make & Take" model building workshops on Saturday and Sunday. Experts from the NorthWest Scale Modelers will be on hand to help children build a scale aircraft model to take home. A Make & Take workshop hosted by the Skyway Model Shop is set for Saturday, Feb. 19, from 10a.m. to 2 p.m. A second workshop, hosted by Galaxy Hobby, will run from 10 a.m. to 2 p.m. on Sunday, Feb. 20. Workshops are first-come, first-serve. Each child should have an adult helper.

→ **SPECIAL DISPLAYS:** View models crafted by NorthWest Scale Modelers chronicling the history of the North American Aviation T-6 Texan trainer and the out-of-this-world vehicles used to explore the far reaches of outer space.



### Skyway Model Shop

12615 Renton Ave S Seattle WA 98178 (206) 772-1211

### GALAXY HOBBY

425-670-0454 / [www.galaxyhobby.com](http://www.galaxyhobby.com)

For information about the show and Northwest Scale Modelers visit <http://groups.yahoo.com/groups/northwestscalemodelers>.

Questions? Contact Tim Nelson ([timndebn@comcast.net](mailto:timndebn@comcast.net)) or Stephen Tontoni ([tontoni@comcast.net](mailto:tontoni@comcast.net))



### The Museum of Flight

Exit 158 off I-5 • Free parking  
9404 East Marginal Way, Seattle, Wash. • (206) 764-5720  
Open daily 10 a.m. - 5 p.m. • [www.museumofflight.org](http://www.museumofflight.org)

## Cobbling Markings - Spanish Republican Roundels

by Stephen Tontoni

A sort of pet project for me has been doing conversions from the Inpact/Pyro Hawker Fury to its export variants. Many of those interesting types are available in 1/72nd, but in 1/48th, the modeler has to really roll his/her sleeves up. I got going on a Spanish Fury expecting the markings to be the simplest thing to figure out, but when I got to that stage, I found no 1/48th red/yellow/purple markings out there at all. NONE. There were few enough options in 1/72nd, but 1/48th seemed a vast wasteland. I had to get innovative if I wanted to keep this project going.

I could start with Rumanian roundels; the Aeromaster sheets are printed red/yellow separately from the black. All you need to do is get the purple dot on there. After failing with using acrylic paint shot through a drafting template, (the acrylic paint bled...disaster) I decided to scrounge for better decals. At the nationals in Phoenix, I asked every vendor who had decals about Spanish Republic insignia and no one could help me. I finally found a decal sheet of WWI lozenges that was produced many years ago, and it had large areas of purple on it.

The lozenge is a 1/72nd WWI lozenge by Americal. I used a standard paper punch to make the centers from the purple part of the lozenge. First, I sized the paper punch against the centers of Rumanian roundels and when I saw they were nearly the same, I knew it would be simple to do. The irregular cuts on the decal sheet were made so that I could get at the purple with the punch; the jaw is pretty short. You can see that I've punched out some blue as well as purple. I did that to test how cleanly the punch worked, and also to see how this VERY old decal responded to use. Fre-



quently, old decal needs to be re-coated. In this case, the decals were not cracked or anything, and I didn't need to apply a new film over it. After that, it was a simple matter of applying the red/yellow portion,

waiting for it to dry, then applying the purple dot in the center.

This inexpensive (picked it up at a dollar store) type that has the jaw underneath it







like this will prevent you from losing your pieces. That jaw will catch the small decals so you won't lose any. It also makes a very clean cut, better than a punch set cut. I also have a very similar hole punch that cuts little diamonds. I've not found an application for them yet, but it was too cool to pass up.

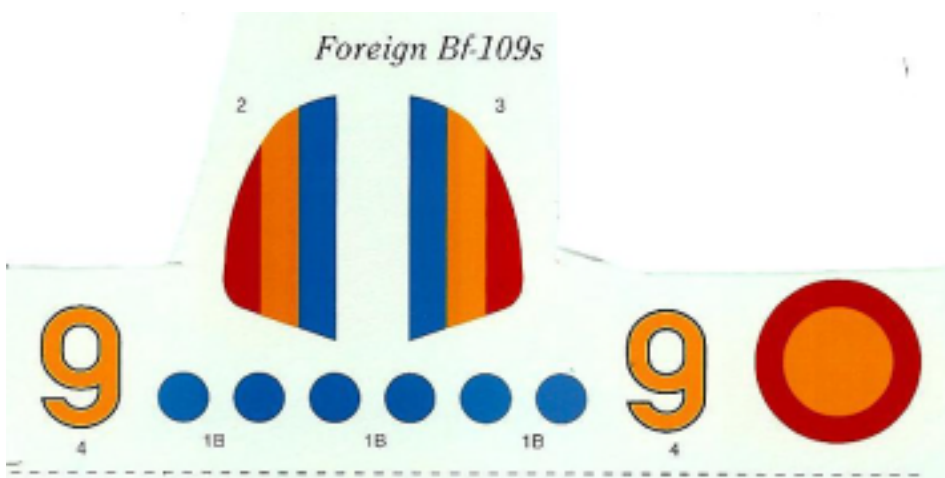
A method similar to this will work for any obscure roundel really; you just have to work your way through the problem.

***Wings of the Luftwaffe:  
Flying the Captured  
German Aircraft of World  
War II, by Captain Eric  
'Winkle' Brown CBE DSC  
AFC RN***

**reviewed by Chris Banyai-Riepl**

Eric Brown managed to fly a huge range of aircraft during his flying career (nearly 500 different types!), and he has documented all of his experiences in several publications over the decades. This book from Hikoki Publications is a greatly expanded reprint of his 1977 work. While the original title only covered seventeen aircraft, this one brings the total to 35, covering all the major aircraft flown by the Luftwaffe during the Second World War.

Given the great number of aircraft presented, the most logical structure would be to organize the book by manufacturer, and that is just how they did this one. The manufacturers include Arado, Blohm & Voss, Bücker, Dornier, Fieseler, Focke-Wulf, Heinkel, Henschel, Junkers, Messerschmitt, and Siebel. Some aircraft have extensive detailed notes, while others are more a cursory examination, but they all are based on Brown's own personal experiences flying the type. Often times

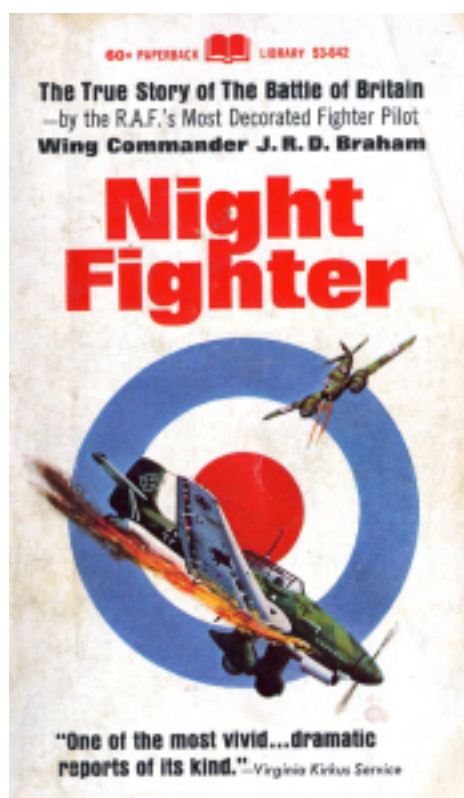


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## Hurricane Bookshelf: Night Fighters

by Scott Kruize

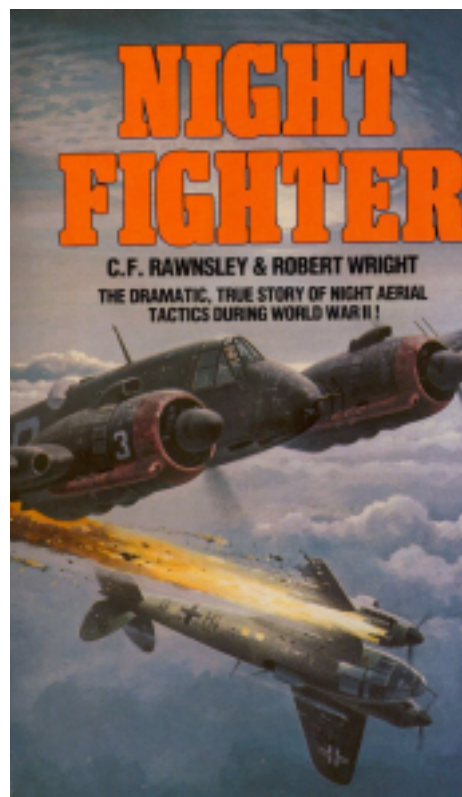
Like it or not, the history of aviation, particularly the history of aviation technical development, is the history of military aviation. The airplane went to war when scarcely into its teens, and before it had reached the mature age of 40, was thrown into desperate combat at night.



It was 70 years ago, this month of October, that the daytime Battle of Britain petered out. The last combats were mostly clashes between fighters, many at high altitude, over southern England. Hurricanes suffered most in these, from lack of speed compared to the Messerschmitt 109. But its Spitfire stablemate really began to come into its own as what we now call an 'air superiority' fighter...

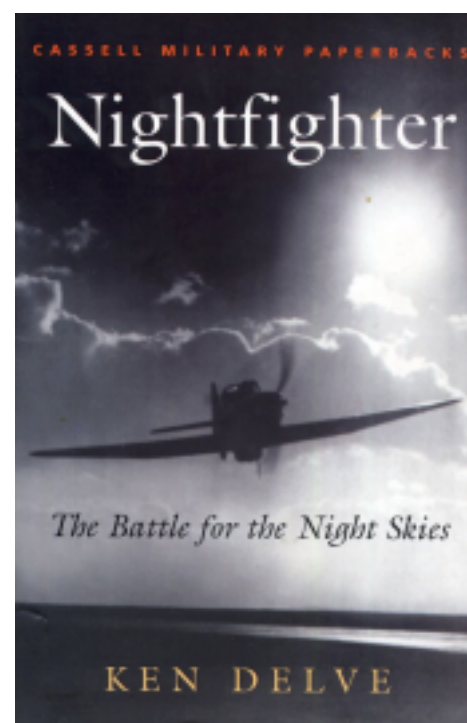
As daytime dogfights lessened, however, the really destructive war shifted into the night. From late 1940 until nearly mid-1941, the German bomber force attacked the British cities in what was dubbed "The Blitz". At first, Britain was nearly helpless under these attacks. (Hurricanes did score a few victories at night, under good visibility conditions. Spitfires were next-to-useless in this role, having poorer visibility and being 'dice-y' to land. Later, with the Battle of Britain clearly won, Hurricanes flew deadly night intruder missions against the Luftwaffe bases in France and the Netherlands...).

But ground-control and airborne interception radar technology was forced to mature rapidly from the night threat. The first victories against the night raiders occurred in November. By March 1941, the German night force was suffering significant losses.



Here are three books that tell the story. Robert Braham destroyed 29 enemy aircraft, many by night, before he was shot down on a solo daylight intrusion mission

over Denmark. He holds the title of "Britain's most decorated fighter pilot". Slightly ahead of him in nocturnal victories was John "Cat's Eyes" Cunningham, and the second account shown here is by 'Jimmy' Rawnsley, who served as his airborne intercept radar operator during most of his night missions. Their accounts are personal: the routine, the frustrations, the mistakes, the frights, and the rare excitement of victory, flying on operations day-by-day, for months at a time, while the issues of war were in doubt. History, as read in history books, has 'sweep': grand patterns of progress and results. In real life, history is what happens to individuals, one at a time, a bit at a time... wars are won and lost in little tiny bits that constitute their actions...



Ken Delve's account is a formal technical history of this. Chapter 1, 'The Formative Years', gives the background of aerial technical developments from the beginning of aviation. The seven following chapters describe how the weapons of the night combat began, developed, and reached a peak of grim efficiency as the Second World War globally ground to a



conclusion. The last chapter 'The Jet Age and More Wars', brings us up to the present day.

There's more to know about the ferocious combats in the night skies, during that period. I'm going to get accounts of the night fighters of Germany, who fought the Royal Air Force when the tide turned and it was the German cities' turn to be bombed. The Luftwaffe night 'aces' inflicted even higher losses on the RAF night bomber force than their own bombers suffered over the winter of '40-41.

And I want to know more of the Pacific War night fighting, where the U.S. Navy flew specially-equipped single-seat Corsairs and Hellcats, and the U.S. Army Air Force put into service the only 'purpose-designed' night fighter of WWII, the P-61 Black Widow, scoring many victories.

Pretty violent stuff, altogether...but perhaps worth learning about, not just by us aviation history buffs and modelers, but by all. We should ponder the story, as we ride jetliners all over the world, thinking nothing of their ability to fly and navigate and land in all weather and at night, safely shepherded and guided. Their electronic marvels got their biggest impetus seventy years ago, over a small group of islands off Europe. Thank you, Braham and Rawnsley and all the rest!

*Night Fighter*, by Wing Commander J. R. D. Braham. Copyright 1961, The Paperback Library, with W.W. Norton, Inc. and Frederick Muller, Ltd.

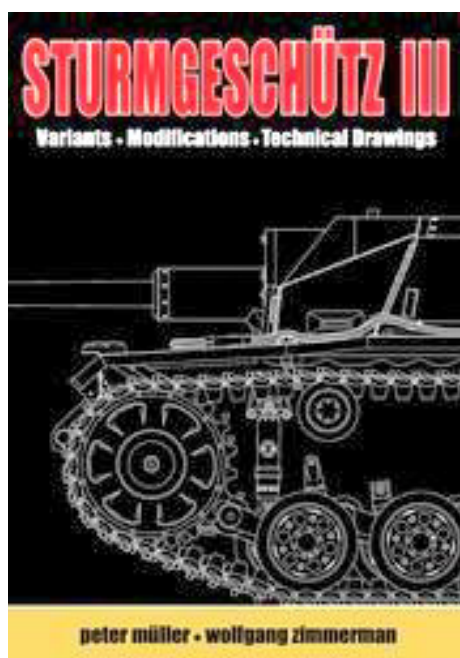
*Night Fighter*, by C. F. Rawnsley and Robert Wright. Copyright 1957, Corgi Books and William Collins' Sons and Co., Ltd.

*Night Fighter: The Battle for the Night Skies*, by Ken Delve. Copyright 2000, Cassell Military Paperbacks, Cassell & Company

## ***Sturmgeschütz III: Variants, Modifications, Technical Drawings, Volume 2***

**reviewed by Andrew Birkbeck**

As the title states, this is Volume 2 of History Facts' two part history of the Sturmgeschütz III. Volume One, according to the publisher's web site, covers the history of the vehicle in both written text and photographs/drawings, the bulk of the pages devoted though to written text. Volume Two, the subject of this review, "provides the means with which to precisely identify specific vehicles", and is almost exclusively photographs and line drawings.



The concept behind this volume is very sound. It takes the Sturmgeschütz III, and covers each variant (Ausf. A through Ausf. G) with detailed line drawings in 1/35th scale: front, rear, side, aerial. Included with the line drawings are written details covering which firm manufactured the variant, dates of production, and specific characteristics of the particular variant. This written description and line drawings are supplemented with period black and white photographs.

A second section covers vehicle characteristics, broken down thus:

Hull Nose Characteristics (Bow armoring; Inspection hatch details. etc);

Superstructure Characteristics (Driver's visors, hatch details, cupola details, antenna mounts. etc);

Rear Hull Characteristics (starter crank, engine air outlet, exhaust muffler. etc);

Running Gear Characteristics (drive sprocket, road wheels, return rollers, idler wheel, shock absorbers, tracks. etc);

Main Armament; Tool and Accessory Characteristics (horn, axe, spade, fire extinguisher, etc);

Track Guard Characteristics (front and rear mud flaps, tail lights. etc).

Each characteristic is covered via photographs, and written text. The particular Ausführung (Variant) with this given characteristic is listed, which manufacturer produced such vehicles, and during which time periods.

I don't know what more a modeler would want!

If you are a fan of the Stug III, then this book, together with its companion, is for you. My thanks to Casemate Publishing for providing IPMS/USA with the opportunity to review this excellent book.

Book Cover/Author: Peter Muller and Wolfgang Zimmermann  
Company: Casemate Publishing/History Facts  
ISBN #: 978-3-9522968-5-1  
Price: \$75.00  
Web Site:  
<http://www.casematepublishers.com/>

## Trumpeter 1/35th Scale Russian Voroshilovets Tractor

by Stephen Tontoni

### Overview

The Voroshilovets tractor won a competition for development and went into production in 1939. It was used in a wide variety of settings throughout WWII, pulling everything from tanks to heavy artillery.

### The Kit

This offering by Trumpeter is an interesting development for them - an unarmed vehicle. With 383 parts (no, I didn't count them), it includes a high level of detail, however a bunch of that count is the individual track links. Each assembly comes in a separate bag; there are 11 sealed inner bags together. Most of the parts are crisply molded in sand colored styrene with no flash or sink marks that I could find. The remainder of the parts are the track links and the clear parts molded in earth colored styrene and well, clear respectively.

Although the track links are interlocking, they are non-operating. It seems to me, as well molded as they are, that it would have been simple for Trumpeter to mold bumps on one side and dimples on the other to make them "snappable" and operating. The way it is will take some care in gluing. The instructions are very clear for that assembly, illustrating how many links are in each side and which way they go since they are handed.

As for the vehicle itself, it's very well detailed with a fully molded hull rather than a box that requires assembly. I like that since it eliminates any seams and so forth. There are four bags of bogies - one bag for each assembly. They look great, but are also non-operating. Unlike the tracks, which would be a massive under-



taking, these wheels could be easily pinned to be made operable. The cab is also molded in one piece. Although skipped in the instruction sheet, they include both a bench seat and individual seat for the cab. There are also bench seats for the bed that are made to represent wood. The grain in both the bed and benches is a little heavy handed; the thorough modeler would be served well to sand it off and paint it on using a dry brush technique. The calash (canvas cover for the bed) has ribs molded on the underside. I didn't expect that and it's a nice touch.

There are marking options for only two vehicles; with a little research, there are many others that could be applied. I don't know, but it seems that it would have been put into civilian use after the war. I could imagine a snowplow rigged in it, which would be a fun modification.

### Conclusion

In summary, it looks like a fine kit of an unusual subject. For the armor modeler who enjoys building artillery pieces, this opens all sorts of diorama opportunities. With some accessories cannibalized from another kit (not included here) the bed could be filled with all sorts of stuff. The

retail price nearing \$60 doesn't seem that much considering all the goodies that the kit comes with. Our thanks to Stevens International for the review sample.

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## Eduard 1/48th Scale Focke-Wulf Fw 190A-8/R2 Weekend Edition

by Jacob Russell

### The Plane

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 1,700 h.p. was available at takeoff and 1,440 h.p. at 18,700 feet. The GM-1 nitrous oxide injection system was also an option.

The Fw 190A-8/R2 was designed to combat the large formations of Allied bombers ranging far into the heart of

Germany. It substituted MK108 cannon in the outer wing gun bays, deleted the upper cowling guns in some cases, and had additional armor plate added to the fuselage sides in the cockpit area, plus armored glass panels added to the canopy.

### The Kit

The kit comes in Eduard's customary stout cardboard box. The kit comprises 165 injection molded parts on six sprues. Off these parts, 46 are for other 190 variants, leaving 119 for the A-8/R2. There are 12 clear parts in their own bag. The rest of the parts are molded in Eduard's customary brown plastic. There are two pairs of fuselage halves in the box, one of which features the armor unique to the A2 variant; I suppose one could use the other pair for a diorama...This kit is molded to Eduard's usual high standards.

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 drybrushing. The only items missing from the cockpit (aside from a pilot figure for those who like them) are a pair of seatbelts and faces for the blank instrument gauges. 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 enterprising modeler can add an ignition harness and then call it a day.

The design of both the kit and the real plane is such that the one can build the model with just the forward cowling and oil cooler rings installed, without the rest of the cowling, if you insist on showing that wonderful detail. Just be sure you have lots of photographic references at your disposal! You would also need to scratchbuild the support structure for the oil cooler and forward cowl rings.

The gun bay aft of the engine, as well as 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 tail wheels, 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, the gun sight, a pair of armored windscreens, and

which the picture was taken the upper cowling gun installation-or their absence-can't be verified. Hmmm!

### Accuracy

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!



an upper gun cowling with streamlined gun covers, since some R2s had the cowling guns removed and others used this streamlined cover.

There is, of course, no photo-etch or masks for the kit, and a single decal option, the Fw 190A-8/R2 of Wilhelm Moritz, IV.(Sturm)/JG 3, Memmingen, Germany, July 1944. This plane had an all-black cowling and white Defense of the Reich fuselage band, and RLM 74/75/76 camouflage with mottling in 74 and 75. The decals are well printed, clear and in perfect registration. Color callouts in the logical, easy-to-follow instructions are for Gunze acrylic paints. Interestingly, the box art has the cowl guns removed, and the instructions call for them. There is a photograph of this plane in the first two references cited below, but due to the angle from

### Conclusions

If you are a fan of late-war Luftwaffe aircraft, you will like this kit. It's well detailed, accurate and it is a first class product. The Eduard Fw 190s are generally considered the most accurate 190 kits available in any scale by most of the Web "Experten". I recommend this kit and 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 and Eduard's own p/e seat belts to finish it off. I would like to sincerely thank Eduard for providing the review model.

*continued on page 16*



## The IPMS Vancouver 39th Annual Fall Model Show and Swap Meet

Bonsor Recreation Complex 6550 Bonsor,  
Burnaby, BC, Canada  
Saturday, October 9, 2010  
9:00 AM - 4:30 PM  
The Showroom will be closed 3:00 to 4:00  
Entry registration closes at 12:00 noon

The Show is held at the Bonsor Recreation Complex in Burnaby, from 9 a.m. to 4:30 p.m. The main show room is closed to everyone but judges between 3 and 4 pm for final judging and ribbon placement. The event is not limited to IPMS members. Anyone can come and view the show. Additionally, anyone can enter a kit to be judged, the objective is for the best kit in a category to win, not the best kit built by an IPMS member.

- This is the event of the year for modelers in the greater Vancouver area. The show attracts modelers from Western Canada and the Pacific Northwest. Recent Shows have had around 470 kits entered in dozens of trophy or ribbon categories.
- Several other modeling clubs are involved, sponsoring trophies, door prizes, and volunteering to judge or just helping out.
- Most of the hobby shops in the lower mainland contribute to the show, sponsoring trophies or donating door prizes. Several manufacturers and suppliers also contribute. There is a vendor room with tables set up in flea market fashion.
- Door prizes, largely donated by hobby shops and suppliers to the industry, are given out during the day.
- At the end of the day, awards and special prizes are handed out and the winning models are photographed for the clubs archives.

Admission:  
\$3 CDN (17 and Older); FREE (16 and Under)

Vendor Tables:  
\$30 CDN

Registration: from 9:00am to 12:00 noon  
\$7 CDN (17 and Older)  
\$2 CDN (16 and Under)

For more information, see the club's web site at <http://www.ipmsvancouver.ca/index.html>

Contacts:  
Show Info: Peter Hickey  
Phone : 604-988-3253  
E-Mail: [ipmsvancouverinfo@shaw.ca](mailto:ipmsvancouverinfo@shaw.ca)

Vendor Tables: Ross Hillman  
Phone : 604-949-1918

### Trophy Categories

Best of Show  
Best of Show Junior  
Best Aircraft - Jet/Helicopter  
Best Aircraft - Prop Engine  
Best Aircraft - Civilian  
Best Auto - Street or Show  
Best Auto - Competition  
Best Armour - Allied or NATO  
Best Armour - Axis or Warsaw Pact  
Best Figure  
Best Nautical Subject  
Best Diorama  
Best Sci-Fi Space or Vehicle  
Best TV/Movie Monster  
George Price Memorial Award - Best Canadian Subject  
Best Royal Canadian Navy Subject

### Ribbon Categories

Aircraft  
101. Out of the Box  
102. Biplanes, all scales  
103. Single and multi-engine prop, 32nd and larger  
104. Single engine prop, 48th - Allied  
105. Single engine prop, 48th - Axis  
106. Single engine prop, 72nd - Allied  
107. Single engine prop, 72nd - Axis  
108. Single and multi-engine prop, 73rd and smaller  
109. Multi-engine prop, 48th  
110. Multi-engine prop, 72nd  
111. Single and twin-engine jet, 32nd and larger  
112. Single engine jet, 48th

113. Single engine jet, 72nd  
114. Single and multi engine jet, 73rd and smaller  
115. Twin engine jet, 48th  
116. Twin engine jet, 72nd  
117. Multi-engine jet (3 or more engines), 72nd and larger  
118. Civilian airliners, all scales  
119. Civilian, sport and racing aircraft, all scales  
120. Vacuform and scratch-built, all scales  
121. Helicopters and rotary winged aircraft, all scales  
122. Conversions, all scales

### Armour

201. Out of the box, all scales, all types  
202. Closed top AFV - Allied 1945 and earlier - 35th and larger  
203. Closed top AFV - Axis 1945 and earlier, 35th and larger  
204. Closed top AFV - 1946 and later, 35th and larger  
205. Closed top AFV, 36th and smaller  
206. Open top AFV and artillery; 35th and larger  
207. Open top AFV and artillery, 36th and smaller  
208. Armour conversions, all scales  
209. Scratch-built, all scales  
210. Soft skinned vehicles, trucks and bikes, 35th and larger  
211. Soft skinned vehicles, trucks and bikes, 36th and smaller

### Automobiles

301. Out of the box, all scales, all types  
302. Large Scale, 16th and larger, all types  
303. Large Commercial Vehicles, 17th to 31st  
304. Curbsides and Slammers, 17th to 31st  
305. Custom (major body upgrades) and Lowriders, 17th to 31st  
306. Light Commercial and Pick-ups, 17th to 31st  
307. Import and Exotics, 17th to 31st  
308. Racing and competition, Open Wheel, 17th to 31st  
309. Racing and comp., Closed Wheel, 17th to 31st  
310. Racing and competition, Dragsters, 17th to 31st  
311. Rod Class, (Rat Rods will be split if warranted) 17th to 31st

- 312. Street Stock, North American - 1965 and earlier, 17th to 31st
- 313. Street Stock, North American - 1966 and later, 17th to 31st
- 314. Street Machine (incl. Pro-Street), 17th to 31st
- 315. Small Scale, All types, 32nd and smaller
- 316. Motorcycles, All scales
- 317. Autos with Pre-finished Bodies, all scales

#### Single Figures and Vignettes

- 401. Cavalry, Rider with Horse - all scales
  - 402. Military, 35th and smaller
  - 403. Military vignette, 35th and smaller
  - 404. Military, 34th and larger
  - 405. Military vignette, 34th and larger
  - 406. Non-military and fantasy, 35th and smaller
  - 407. Non-military and fantasy vignette, 35th and smaller
  - 408. Non-military and fantasy, 34th to 16th
  - 409. Non-military and fantasy vignette, 34th to 16th
  - 410. Non-military and fantasy, 15th and larger
  - 411. Non-military and fantasy vignette, 15th and larger
  - 412. Scratch-built or heavily converted, all scales
  - 413. Dinosaurs, all types, all scales
  - 414. Multiple figures, all types, all scales
- Space and Science Fiction Vehicles

- 501. Factual vehicles, all scales
- 502. Fictional vehicles, all scales
- 503. Mech (Gundam, etc), all scales

#### Nautical

- 601. Out of the Box, all scales
- 602. Sail or manually powered, all scales
- 603. Engine powered, 600th and larger
- 604. Engine powered, 601st and smaller
- 605. Submersibles, all scales

#### Diorama

- 701. Aircraft, all scales
- 702. Armour, all scales
- 703. Automobiles, all scales
- 704. Ships, all scales
- 705. Figures, Military, all scales
- 706. Figures, Non-military and fantasy, all scales

#### 707. Space and fantasy, all scales

##### What-if

- 801. Aircraft, all scales
- 802. Armour, all scales
- 803. Automobiles, all scales
- 804. Ships, all scales

##### Miscellaneous

- 901. Collections, all types, all scales
- 902. Railroad subjects, all scales
- 903. Models/Dioramas built by multiple Builders, all scales
- 904. Miscellaneous Subjects, all Scales
- 905. Models with Prefinished components, all scales

##### Masters

- 1000. Masters' Category

##### Junior

- J1. Prop driven aircraft, all scales
- J2. Jet powered aircraft, all scales
- J3. Closed top armoured vehicles, all scales
- J4. Open top armoured vehicles, all scales
- J5. Cars and trucks, all types, all scales
- J6. Ships, all types, all scales
- J7. Figures, all types, all scales
- J8. Space and science fiction vehicles
- J9. Dioramas, all types, all scales
- J10. Miscellaneous
- J11. All Kits with prefinished or pre-painted pieces, all scales
- J12. Kits requiring assembly only (Lego or similar), all scales

Note: Unless otherwise stated, models scaled other than those listed will be placed in the next larger-scaled category

#### Fall Show Rules

##### A) Eligibility

1. Anyone is eligible to enter any number of models in the Show. Anyone may also serve as a "proxy" to enter models for someone who is not attending the Show and in such cases the modeller's name must appear on the entry form. All entries, except Group Entries (see paragraph C.4.), must be the sole work of the individual whose name is on the entry form. Commercially built and prefinished models that do not require significant additional work by the modeller will be ineligible even when

entered into the specific categories for prefinished models.

2. Junior division categories are limited to those 16 years and younger. Juniors may, at their own discretion, enter their models in senior divisions; however models entered in senior divisions will not be eligible for special junior awards.

3. Models that have won a First place award in any category of any previous IPMS Vancouver Show may not be entered in any subsequent IPMS Vancouver Show for awards except as provided in Section C, paragraphs 3, 4 and 5. Basically, previous award winners can be entered into the Masters' Category or used in collections and group entries. A model that has won an award as part of a Collection or Group Entry may also be entered individually in a subsequent IPMS Vancouver Show.

4. The Head Judge will exclude/remove from competition any entry considered by IPMS Vancouver officials to be inappropriate or offensive to generally accepted standards of taste and morality as they apply to family oriented events where the presence of minors is encouraged. Without limiting the generality of the foregoing, there shall be no depiction of excretory functions of any human being or animal, no explicit sexual or sado-masochistic activity, regardless of whether any figures present in the model are clothed, and any depiction of excessive violence or macabre activity or the aftermath thereof. The Head Judge's decision to disallow the display of such an entry shall be final.

5. Modellers entering pieces that exceed three feet in either width or length, or that require special power support or special placement, must notify IPMS Vancouver at least one month in advance of the Show. The limited space for the Show requires pre-planning for such entries and while every effort will be made to accommodate the entry, the Show officials retain the right to disallow the entry. Failure to provide advanced notification for such entries could result in their exclusion from the Show or inadequate special requirements.

6. The IPMS Vancouver Show is primarily a show of static models. Any model that can move (e.g. a remote controlled vehicle, a walking figure) or that has movable parts

extending beyond the area of the base on which it is mounted (eg. a crane, a figure or robot with swinging arms) must have its batteries removed while on display. The Head Judge will remove from the show any entry that, in the opinion of IPMS Vancouver officials, may cause damage to any other entry.

7. Exhibitors are to leave their entries on the display tables until the trophy award ceremony is over.

### Contest Definitions and Judging

#### 1. Judging

a) Judging will be conducted in accordance with IPMS contest rules and guidelines. Accordingly, models will be judged for skill in construction, finish, realism and accuracy. Additional criteria, described below, are considered for special categories such as dioramas, collections and conversions. Models are judged as three-dimensional objects and are examined in all aspects. b) While Show registrars will help determine proper entry categories for models during registration, final category placement is at the discretion of Show judges. Judges may also combine or split categories during final judging in order to create categories of approximately 5 to 15 models per category. c) If a model needs to be moved for proper category placement, a reasonable effort will be made to have the modeller move it him/herself. If the modeller cannot be contacted, the judges will move the model. d) Judges may move a model for judging if viewing it from one or other aspect is obstructed. e) Models in the Show may be covered by cases while on general public display, but such cases should be removed from models for judging. Judges will not remove cases from models unless the modeller has given explicit approval to do so in advance. Entrants must understand that models in cases may not be fully viewable from all aspects that are necessary for judging and could therefore be excluded from the judging process. f) All judges' decisions are final. The Head Judge may waive any rule if circumstances warrant.

#### 2. Composition

The use of "plastic" in its multiplicity of

forms is encouraged. These would include, but not be limited to, acetates, acrylics, celluloid, epoxy and polyester resins, fiberglass, nylon, polyethylene, polystyrene, resin, thermoplastic or thermosetting polymer, vinyl, other synthetic and monofilament fibres. However, the use of other modelling materials is allowed as the builder sees fit. Judging standards of finish, attention to detail and authenticity will be the same, regardless of the materials used.

#### 3. Scratchbuilt

Scratchbuilt models may incorporate parts from other kits, but these should be generally unrelated to their original identity, except for minor parts such as wheels, guns, etc. Models determined to be scratchbuilt must be entered in the proper scratchbuilt category.

#### 4. Conversions

Conversion category entries must represent a version different from that provided by the basic kit. The conversion must contain significant structural modifications to the basic kit involving extensive changes in contour or configuration. These changes must be the work of the entrant. In addition to the normal judging criteria common to the entire Show, judges of the Conversion Category will give special consideration to the complexity of the conversion. A conversion accomplished with primarily commercial aftermarket parts will be at a disadvantage, therefore, against a conversion accomplished primarily by the builder's craftsmanship - assuming both are finished to similar standards. Simple conversions may be entered in regular categories. More extensive conversions, however, must be entered in the appropriate conversion category. The builder must detail the conversion changes made to the base kit on the entry sheet or accompanying documentation. Judges have the ultimate authority to determine a model's category placement and such decisions by judges will be final.

#### 5. Figures

Entries in the Figures categories may include any accessories supplied in the figure kit. Inclusion of such elements will not cause the model to be classified as a

diorama. A figure vignette consists of a solitary figure or a rider and mount displayed on a base with terrain details, a scene or a setting. The figure should be the dominant feature of the entry and the terrain, scene or setting should merely enhance and support the figure. A figure diorama consists of multiple figures on a base with terrain details, a scene or setting where the terrain details, scene or setting is a major component of the entry.

#### 6. Markings

In aircraft and vehicle categories, markings will determine the category in which a model is entered. For example a C-47 in military markings would normally be placed in the Twin or Multi-Prop category, but if in airliner markings it would be placed in the Civilian Airliner category. A Shuttle, either by itself or attached with fuel tank and booster, goes in Space – Factual Vehicles, while a Shuttle on the back of a NASA Boeing 747 goes in Civilian Airliners. When a missile's transport vehicle or launcher is the predominant portion of the system (e.g., SCUD, Patriot), the model will be entered in the appropriate Armour category. Civilian launch vehicles (e.g., Scout, Saturn), and military launch vehicles modified for civil missions (e.g., Atlas/Agena, Jupiter C) will be entered in the Space – Factual Vehicle category.

#### 7. Jets

Jet Aircraft categories include manned, rocket-powered aircraft such as the Me 163, X-1, X-15, X-24, etc.

#### 8. Bases/Dioramas

a) Bases will be allowed in all categories and will not be considered in the judging except in the Vignette and Diorama classes. A base may simulate the natural surface on which the prototype would be found; however, nothing other than that surface may be used. Aircraft and vehicles may rest on simulated ground or paving, and aircraft that need beaching gear or dollies may be so equipped. Ships may be displayed in water (no dry-docks). The base must not be the predominant feature of the entry and must be of a size proportionate to the model. Show officials reserve the right to exclude oversize bases. The model may include primary crew figures. The addition of any other figures or



equipment outside, or not attached to, the model (e.g., support equipment, foliage, shell splashes or buildings) will make the model a Vignette or Diorama, which must then be entered in the proper Vignette or Diorama category.

b) A Vignette is a single subject displayed in a setting or scene where the subject is the predominant focus of the entry. The scene or setting is secondary and merely provides a context for the subject. It is recognised that the model may not be viewable from all aspects as otherwise required for judging under paragraph B.1.a).

c) A Diorama comprises one or more models displayed in a setting or scene where that setting or scene forms a major component of the entry. All of the components of the diorama integrate to tell a story. Not only is the technical merit of the construction of all components judged but also on the strength of the theme or story they present, so that if two dioramas were technically equal, the one having the stronger theme or story would prevail.

#### 9. Judges

a) The Head Judge shall be chosen by the members of IPMS Vancouver. The Head Judge will organise and oversee the judging process of the Show. The Head Judge must brief all judges before the Show judging commences. Juniors may not serve as voting judges, but may be assigned to judging teams as participating observers. Judges may not judge a category in which they are entered.

b) Judges will be broadly solicited from other IPMS Chapters as well as other model related clubs, societies and organisations.

c) To the extent possible, judging teams will comprise at least three judges. Every effort will be made to create judging teams that include at least two judges with experience in judging the team's assigned categories.

d) Strict impartiality shall be observed and violators will be removed immediately from judging and from judges' lists for future Shows.

e) It is recognised that judges are volunteer hobbyists who are offering their time in support of the Show and the modelling

hobby in general. The judges take their role seriously and apply their expertise to the best of their ability. While judges are encouraged to discuss with entrants the judges' decisions in making the awards, they do so at their own free will. An entrant cannot expect or demand explanations as to the judges' decisions. Entrants who disagree with the judges' decisions are reminded of the terms of this paragraph and agree not to aggressively or unduly pursue, harass, criticise or otherwise demean the judges or IPMS, either verbally or in writing.

10. Liability - IPMS Vancouver, the Bonsor Recreation Centre and the Show Judges do not assume any liability whatsoever for loss or damage to contest entries no matter how caused.

#### C. Special Categories

##### 1. Out-of-the-Box

Out-of-the-Box entries will be governed by the following rules: a) Kits. Any commercially available kit may be used. b) Finish. All finishing techniques are allowed. Decals other than those included with the kit may be used. Insignia, markings and instrument panels may be painted instead of decal. Weathering is permitted.

c) Construction. The modeller may:

- fill seams, gaps, sink holes or ejection pin holes;
- sand off rivets and imperfections in the mouldings;
- drill out gun ports, gun barrels, air intakes, vents, exhaust pipes or other appropriate openings;
- thin to scale such parts as trailing edges, flaps, hatches, doors, etc.;
- add rigging and antennas; and
- add simple tape, foil or decal seat belts in the cockpit of an aircraft or the interior of a vehicle (No commercial or manufactured hardware - e.g., buckles, etc.).

d) It is Not Permitted to:

- vacuform, scratch-build or replace any part;
- substitute parts from another kit;
- cut or separate canopies, surfaces, hatches, doors, etc. (no surgery);
- combine a standard kit with a conversion kit; or
- add anything other than as specified on

the instruction sheet, except as shown above in paragraph C.1.c).

e) Instruction Sheets. Modellers should attach the kit instruction sheet to the entry form. Models entered without the ability of the Judges to refer to the instruction sheet may not be considered for an award.

#### 2. "What-If"

Models that are hypothetical and do not represent a factual, physical prototype, except for Science Fiction and Fantasy, must be entered into one of the What-If categories.

#### 3. Collections

A collection is any group of five or more closely related items. Past IPMS Vancouver Show winning models may be included as part of a collection. The entire collection must be the work of one person. The closeness of the relationship within the collection is a significant factor in judging. For example, a collection based on variants of a single airframe is a tighter relationship than one of different aircraft operated by a unit. Models comprising a winning collection may subsequently be entered as individual entries if they were not, themselves, previous winners.

#### 4. Group Entry

The Group entry shall be the only exception to the rule calling for the work to be done by a single individual. The intent is to provide a forum for displaying a project that is too extensive or complex for a single individual to complete in a reasonable time. Subject matter, time frame, scale, location, etc. are open. Models comprising a winning group entry may subsequently be entered individually if they were not, themselves, previous winners.

#### 5. Masters' Category

Models that have won first place in any category or a trophy at any previous IPMS show, may be entered into the Masters' Category. The winner of the Masters' Category is awarded the Masters' Trophy and no award is given to second or third place.

#### D. Awards

1. First, second and third place awards will be given in each category, except for the Masters' Category as mentioned in Section C, paragraph 5.

2. At least one "Best of" trophy will be presented for each major class in the Show. Various other trophies may be awarded at the Show and may vary from year to year. Entrants should review the year's published list of award and trophy categories. The "Best" entries in each class will be determined by a vote of the judges assigned to that class, lead by the Lead Judge of the class. Cross Class Trophies will be chosen by groups of Judges assigned to the task by the Head Judge.

## 2010 Shows

Here are the dates, as currently known, for 2010 shows. More information will be given when it's available:

10/9/10 Burnaby IPMS Vancouver  
11/6/10 Clackamas OSSM

Thanks to Carl Kietzke.

## Wings of the Luftwaffe

from page 7

the account includes recollections of the people as well as the planes, making these stories interesting to read.

A listing of the aircraft includes: Arado Ar 232B, Ar 234B, Ar 240; Blohm & Voss Bv 138, Bv 141, Bv 222; Bücker Jungmeister; Dornier Do 18, Do 24, Do 217, Do 335; Fieseler Fi 156 Storch; Focke-Wulf Fw 189, Fw 190, Fw 200C, Ta 152, Ta 154; Heinkel He 111, He 162, He 177, He 219; Henschel Hs 129B; Junkers Ju 52/3M, Ju 87D, Ju 88, Ju 188, Ju 290; Messerschmitt Bf 109G, Bf 110, Me 163B, Me 262, Me 410; Siebel Si 204D. In addition to the text, there are plenty of photos, as well as cutaway drawings and color illustrations.

This is a great expansion to the 1977 edition, making it a great addition to fans of Luftwaffe aircraft. My thanks to Specialty Press for the review copy.

Publisher: Hikoki Publications  
ISBN: 978-1-902109-15-2  
Binding: Hardcover  
Pages: 272

## Eduard Fw 190A8-R2

from page 11

### References

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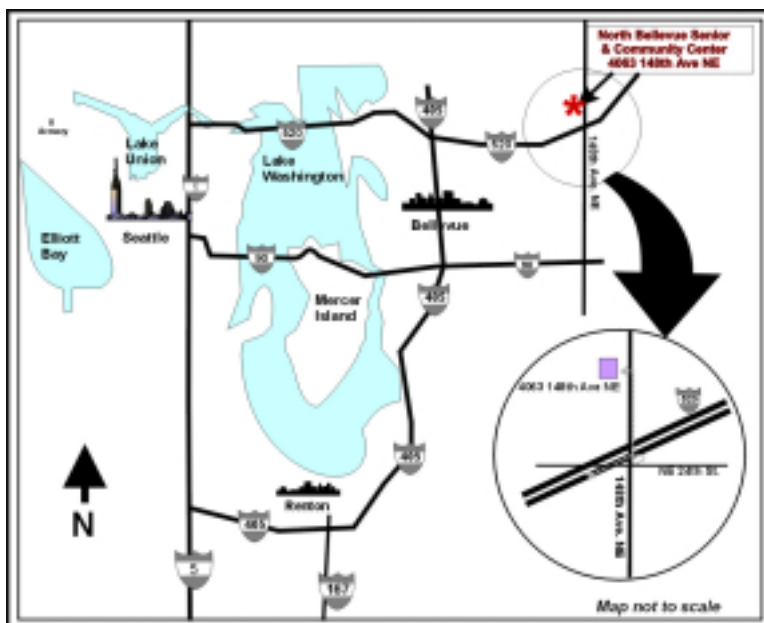
*Focke-Wulf Fw 190 In Action* (first edition), Aircraft No. 19, by Jerry L. Campbell, 1975, Squadron/Signal Publications.

*Focke-Wulf Fw 190 A/F Walkaround*, Walkaround No. 22, by Malcolm Laing and E. Brown Ryle, 2000, Squadron/Signal Publications.

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

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

## Meeting Reminder



## October 9 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.