Seattle Chapter News

Seattle Chapter IPMS/USA
July 2012

PREZNOTES

The Compound Effect

I am sure many of you are familiar with the compound effect when it comes to monetary savings. You start saving $100 a month at an early age, perhaps 21, and with interest, it eventually grows to quite a large sum by the time you retire at 65. Delay the start of saving until say 40, and you have to save twice as much each month, to receive half as much by retirement. It pays handsomely to start small, but start early, and stick religiously to it.

One of the chapter's members suggested a while back that as part of the membership requirement of our chapter, it should be compulsory to build at least one model a year. At the time I thought that a very modest proposal, but apparently it got a number of people very upset. Surely every one of us could muster one completed kit a year? "I don't always have the time to model", responded some. Really?

While thinking about all this recently (July 4 to be exact), I came up with my little "compound effect of modeling" plan as an experiment. Effective immediately, I will be devoting a paltry half hour a day to the pursuit of building three models out of the box. To be precise, 25 minutes to modeling, and five minutes to planning out the next day's model bench activities so as to hit the ground running each and every day. No thought of "what's on today's agenda". This project will be over and above my other modeling projects currently under way. Those I can work on as much, or as little as I choose and it doesn't have to be daily. But with the "compound" project, it MUST be daily, and it MUST be for a half hour. I will bring in the three kits I have chosen to the July meeting. Each will be completed, I have calculated, by the December meeting, whereupon I will display all three.

I also am suffering from a lack of progress with my reading list. So I am instituting a compound project in that regard as well: 20 pages a day, every day. There are approximately 160 days between July 4 and our December meeting. That's 80 hours of modeling, and 3,200 pages of reading. A series of very modest daily routines will pay big dividends, I feel. Enjoy the summer temperatures, and I will see you all at the meeting!

Andrew

In This Issue

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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.

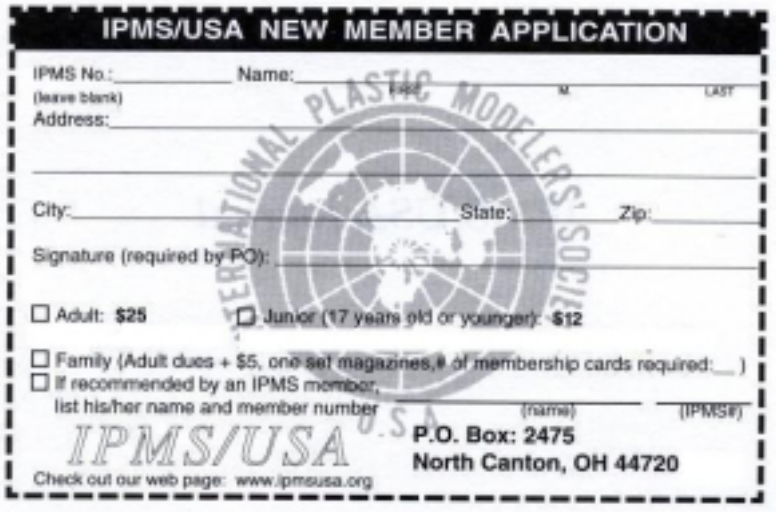
The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put 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 2012 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 accessable place.

July 14
August 11
September 8
October 13



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Hints, Tips, and Nits

by Jim Schubert

I recently tried a different liquid mask. It is made by Windsor-Newton for use on water color paintings. I liked the way it went on the water color paper and the way it came off. So I did a test on a scrap canopy and it looked good. It's very thin, not viscous at all, so it can be brushed very precisely with a 0000, or finer, brush. The only negative is that as the medium for the rubber is ammonia it stinks to high heaven until it dries. You cannot use it over Future as the ammonia removes the Future. I, therefore, buffed the canopy before installation. After primer, color coat, decals and sealer I used a sharpened toothpick, to avoid scratching the clear plastic, to go round the edges of the clear areas and then took hold of the edges of the masking film thus raised with a tweezers and lifted it off each panel in the canopy. It was not as easy as getting it off paper but still pretty easy. It came off leaving a very sharp, clean edge. I believe there are other brands of watercolor mask but I have not tried any and so cannot address their suitability in this mode.

A friend recently gave me a stirring endorsement for the use of two-part epoxy to affix canopies. I've been using Elmer's white glue to avoid the fogging caused by ACA and the, potentially troublesome, runnyness of plastic solvent cements. I used the epoxy on the canopy of this model with good results except I got a bit too much on the inside at the base of the number-three windscreen panel and didn't notice it until too late. I'll be more careful next time. The external, excess, epoxy came off easily and cleanly using a sharpened toothpick as a chisel.

The model was built for an upcoming NWSM Display of Trainers at The Museum of Flight; it is the MiG-15UTI from the 1/72nd scale Hobby-Boss, Easy-Assembly kit built OOB.

Left: Masked and Primed. The label was torn years ago taking off the price tag. The lumps are deliberately placed puddles of the mask in each panel of the canopy to make the mask easier to grasp for removal.

Below: The Finished Model. That nose gear door has been properly refitted without a gap.

Trumpeter 1/32nd Scale Junkers Ju 87B-2 Stuka

by Eric Christianson

The Ju 87B Series was to be the first mass-produced variant of the Stuka. A total of six pre-production Ju 87B-0 aircraft were produced, built from Ju 87A airframes. Test flights began in the summer of 1937. A small number were converted into Cs and Ds as potential naval variants.

The first production version was the Ju 87B-1, with a considerably larger engine, its Junkers Jumo 211D generating 1,184 hp, and completely redesigned fuselage and landing gear. The new design was again tested in Spain, and after proving its abilities there, production was ramped up to 60 per month. As a result, by the outbreak of World War II, the Luftwaffe had 366 Ju 87B-1s on hand. The B-1 was also fitted with "Jericho Trumpets", essentially propeller driven sirens with a diameter of a little over two feet mounted on the wing's leading edge directly forward of the landing gear, or on the front edge of the fixed main gear fairing. These were used to weaken enemy morale and enhance the intimidation of dive-bombing. After the enemy became used to it, some bombs were fitted with whistles on the fin to produce the noise after release.

The B-2 version was distinguished by the use of the uprated 1,200 hp Jumo 211Da engine. The major external difference from the B-1 was that the ejector exhausts and radiator bath cooling flaps were redesigned. The mouth of the radiator bath was enlarged to help cool the more powerful engine.

When the big Trumpeter box landed on my desk, the first thing I thought of was the last Trumpeter aircraft I built, their 1/32nd scale TBF Avenger. The big, deep sturdy box will stay with me a while as I use it to transport other projects in after getting through this Stuka.

Nine sprues of soft, grey plastic are in one section of the box. Panel lines are very light-handed throughout – I'm not complaining, for in the past they have been a little too deep. But how they will hold up after primer, paint and weathering waits to be seen. The second section of the box holds the foam-wrapped canopy pieces, a single small PE sheet and two rubber main gear tires. The greenhouse-canopy comes in four sections, with a round piece that fits into the rear gun opening. The canopy plastic is reminiscent of what was in the Avenger kit; thin, yet sturdy enough to accept a mask set (which I would recommend). There is also eight additional clear plastic parts that fit into other areas on the aircraft, including a second (nearly) identical large, rear section that is not used – puzzling.

The photo-etch sheet contains nicely designed engine intake covers, gun and bomb sights, and a thin ring for the hole in the rear canopy section, among other odds and ends. What is not included, thankfully, are connectors or trim tabs for the various ailerons and dive brakes – Trumpeter has wisely made these out of thin-yet-sturdy plastic parts.

Rounding out the contents of the box is a well-illustrated 16-page instruction booklet, a promotional flyer, and a beautiful, two-sided color sheet showing painting instructions, and decal placement. Two different three-view drawings are displayed on one side (Green splinter pattern Ju 87B-2, 10./LG 1, Tramecourt, France July 1940 and a winter Ju 87B-2, Stab II./St.G 1. Russian Front, December 1941). On the flip side is a four view displaying a yellow-nose, green splinter pattern Ju 87B-2,2./St.G 2, 'Immelmann', Russian Front, September 1941.

The single, large sheet of decals come in their own plastic bag.

Trumpeter loves to do engines. This one contains no less than 48 parts, including the firewall and bomb release cradle. And like most of their other kits, there is no way to expose this beauty once the fuselage halves are glued together. The entire section (engine, firewall, cowl, intake, and bomb cradle) are assembled as a single section however, and attached to the main fuselage near the end of the build – nice.

All eyes will focus on the cockpit of a Stuka, and there is a lot to see here. Unfortunately, most of the detail is a little heavy-handed. Everything looks a little too thick and clunky, as opposed to the 1/32nd Hasegawa Ju 87G offering. There are no seat belts provided for the empty, plain seat, the sidewalls and floor lack the definition needed in this scale, even the rear seat and gun area look a little toy-like.

If you plan to open up the canopy (and it appears that this is an option), then you might want to think about adding something to bring the cockpit up to speed. Trumpeter provides a decal for the main instrument panel, which is molded in slight relief in case you would rather paint it.

One nice design feature is that the entire cockpit, like the forward engine area, is built as a single, separate piece which is then fitted into the fuselage halves. This will prevent problems associated with cockpit sides not aligning with the floor, etc., when gluing the fuselage together.

Trumpeter seems to experiment a lot with the wing design in their kits. Based on the instructions I think they've arrived at a winner here and I applaud their continued effort to improve their kits. The wings in this kit have two major improvements. The first is in the use of two large, sturdy wing spars that hold the five wing sections together at the proper 'Stuka' angles. The second is how the flaps and ailerons are connected to the rear of the wings, which is all done with sturdy plastic parts. Anyone who has built a Stuka knows how prominent these parts are in a dive bomber. Having suffered through the fiddly-PE approach with the TBF Avenger, I once again congratulate Trumpeter for going this route.

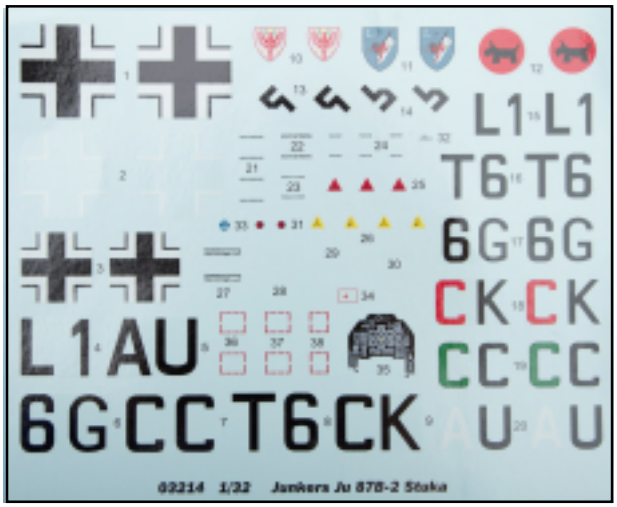
The wing-gun bays are each built up from ten pieces into a single assembly before being attached to the underside of each top wing – nice, but unless you leave open the two-part access hatch on the upper wing, none of that detail can be seen.

Unlike Hasagawa's G-6, the prominent Stuka wheel covers are unfortunately designed in such a way that the wheel must be attached in between the two sides of the pant before they are glued together, which complicates painting and weathering.

Stores are where Trumpeter shines like no other company. It it's a Trumpeter kit, you're going to get a lot of cool stuff for under the wings, and this Stuka is no exception. The kit includes stores for three hard-points; a centerline location for the huge 1,102lb bomb and four options for each of the two outer wing locations. These include (for each wing) a drop tank, two clusters of 4x110lb bombs, a single cluster of 2x250lb bombs, or a weapon container housing six MG81 machine guns each. Whew! You go Trumpeter!

Every collection of German World War II aircraft will have to have the ubiquitous Stuka in it. If you like to build'em big, you have two choices, the one with guns (Hasagawa Ju 87G) or the one with bombs (this one). Everything else is either too old (Revell) or just too weird (20 Century Toys). Trumpeter's offering provides a reasonably well-executed rendition of this powerful dive bomber, with enough under wing stores to suit any imagination. With a little extra work in the cockpit you will have a beautiful facsimile of this 'ugly' airplane.

I recommend this kit to anyone who likes to build and finish large German aircraft. The brutish look and gull-wing recognition of the venerable Stuka translate well in Trumpeter's release. I would like to thank Stevens International for providing this kit for review, and to *Internet Modeler* for giving me the opportunity to review it.



Upcoming Shows

8/8-11/2012
IPMS/USA National Convention
Disney's Contemporary Resort
Lake Buena Vista, Florida
www.ipms2012.org

9/15/2012
OHMS & Evergreen Aviation Museum Model Show and Contest 2012 - Oregon Historical Modelers Society
Evergreen Aviation and Space Museum
500 NE Michael King Smith Way,
McMinnville, OR
Brian Yee 503-309-6137

10/6/2012
18th Annual "Show Off The Good Stuff" Model Show & Contest - Palouse Area Modelers
Moscow Moose Lodge
210 N Main St., Moscow, ID
Scott Rowland 208-843-5137

10/6/2012
IPMS Vancouver 42nd Fall Show
Bonsor Recreation Complex
6550 Bonsor Avenue,
Burnaby, BC, Canada
Peter Hickey 604-988-3253

10/7/2012
T.A.M.S. Fall Nationals
Scale Automotive Contest
Lakewood Elks
6313 75th St. W.,
Lakewood, WA
Gary Davis 253-472-3447
Harold Conrad 253-770-9470

IPMS Seattle Sponsors a Make-N-Take Event That Almost Wasn't

by John Newcome

A group of happy modelers

It all started at the April 2012 IPMS Seattle Spring Show. A gentleman by the name of James Ricks brought his two sons to the make-n-take seminar. Each of them built one of the pre-painted kits we were offering. It turns out that he was just starting to get back into modeling after a long respite. They were so enthused that they went out and bought a few kits from the venders at the show.

Skip forward to May, 2012. James Ricks, who is also a Cub Scout leader of Pack 446, asked Jon Fincher if he would be willing to set up a make-n-take for the troupe at one of their meetings.

Jon took the lead on this project and immediately discussed the idea with the executive board. With their blessing they ordered 100 Revell kits from IPMS-USA. (IPMS offers kits to chapters for $1 each to cover shipping.) The Cub Scout make-n-take was initially scheduled for the end of May but had to be rescheduled for June 20.

Now, here's where the fun really begins. Despite Jon confirming the order over several weeks, the kits were not shipped by IPMS until June 19 which meant that there wouldn't be any kits for the Cub Scout meeting on June 20. Spencer and Jon then spent the day scrambling, contacting all of the local hobby shops they could think of to procure enough snap together kits for the event. The hobby shops came through. Thank you to Emil at Skyway Model Shop for putting several Pegasus snap together kits aside for us. It took some of the heat off knowing they were available in case we couldn't procure enough Revel Snap kits. Spencer was able to find a few kits at Hobbytown. However the hero and heroine of the day turned out to be Mike and Susan Shaw at Galaxy Hobby. Not only did they have all of the Revell Snap kits we needed, they sold them to us at a considerable discount off of the retail price. Thank you Mike and Susan!

Even though Jon and Spencer were able to buy a sufficient number of kits for the club scout meeting, we weren't out of the woods yet.

The Cub Scout meeting was scheduled for 7pm on the 20th in the Stake Center at the Mormon Temple in Bellevue. I arrived about 20 minutes before the meeting and went into what I thought was the Stake Center. Nobody there knew anything about a Cub Scout meeting. One of the people there suggested I might be looking for "another" stake center located a few miles away. By this time, I ran into Jon in the parking lot. He had already gone into the temple looking for the Cub Scouts. He found several church members preparing for an evening service, but no Cub Scout meeting. He and I then drove to the "other" stake center with the same result, nobody knew anything about a Cub Scout meeting. This was starting to look more like the Laurel and Hardy model club rather than an IPMS Seattle event. Finally, Jon suggested that we try going back to the Temple just in case.

As luck would have it, James Ricks was there waiting for us. He and the Scouts then helped us unload our "goodies". It took about two hours and a couple of false starts, but eventually every child at the make-n-take went away with a built model and a smile.

Many thanks to the Cub Scout leaders of Pack 446 for helping make this event a success. They are: Anne Lehr, Jen Isom, and James Ricks.

Was it worth the effort? You bet! Just look at the smiles on those kids' faces!

Clockwork from top left: A proud modeler; Modeling in progress; Look what I made!

Hasegawa 1/72nd Scale Boeing EA-18G Growler

by Daniel Carey

With the Grumman EA-6B Prowler reaching the end of its service life, the US Navy looked to the Super Hornet to replace the EA-6B as the Navy's electronic warfare aircraft. Boeing fitted the F/A-18F with the ALQ-99 EW system in 2001, demonstrating the concept, and the first EA-18G test aircraft rolled out in August 2006. By using the same airframe as the standard Super Hornet, the Growler's flight performance allows the EA-18G to easily fly with F/A-18 Super Hornets on combat missions. It also simplifies parts and maintenance issues as the Super Hornet becomes the primary aircraft on Navy carrier decks.

In the EA-18G Growler the nose cannon was replaced with dedicated EW equipment. The Growler kept all the Super Hornet underwing stations, the fuselage missile stations, and the centerline station. The wingtip missile rails of the F/A-18F were replaced with electronics pods. The Growler, therefore, is a more potent offensive platform than the Prowler it is replacing, and the advances in EW equipment give it more capabilities as well as provide room for future growth. The first EA-18G entered squadron service with VAQ-129 in June 2008, and the Growler will slowly replace the EA-6B Prowler over the next few years.

This is the second release of the Hasegawa EA-18G Growler, and appears to contain the same sprues as their first Growler kit, #01568 for VAQ-132 Scorpions. Molded in the standard light gray plastic, the kit features petite recessed panel lines, nicely detailed parts, and a nice decal sheet with markings for two aircraft. The part count is given as 177 pieces. The Growler kit contains the same sprues as the Hasegawa F/A-18F Super Hornet kit, with the exception of having the raised fuselage vents between the tails instead of the flush vents seen on the earlier F/A-18F.

The Hasegawa Growler kit includes the following stores on the common Super Hornet sprues:

four wing fuel tanks,
two AIM-120 AMRAAM missiles,
two AIM-9X sidewinder missiles (not used).

In addition the Growler kit includes four new sprues with the parts needed for the Growler including:

two wing tip ALQ-218 pods,
four ALQ-99 high band jamming pond for the wings,
one ALQ-99 low band pond for the centerline station,
two AGM-88E AARGM (advanced anti-radiation guided missile).

Hasegawa provides enough stores to fill the wing stations with a variety of loads, with some leftovers for your spares box for future Growlers or Super Hornets.

As with most kits, construction starts with the cockpit. Since the Growler is based on the two-seat F/A-18F there are two offices to work with. The cockpit is relatively simple with a tub, two flat instrument panels, and the pilot's control stick. Decals provide the detail for the instrument panels and side consoles. Hasegawa provided a different rear cockpit coaming, instrument panel, and decal to reflect the difference in the rear cockpit of the EA-18G. The NACES SJU-17 ejection seats are molded in one piece that shows the basic shape of the NACES seat, but does not have much surface detail. The completed cockpit then sits on top of the lower front fuselage piece, which is then sandwiched between two nose halves.

The three-piece nose assembly is bit complicated, owing to the complex shape of the Super Hornet and Growler. In addition to the three nose pieces, the fuselage is further split into a rear upper and lower half, with separate side and intake assemblies. Caution is needed when assembling the three-piece nose section to make sure it fits smoothly to the adjacent lower fuselage section.

The intakes are simplified straight sections ending at a blank face about 3/8-inch back from the lower edge of the intake. Some ejection marks, and possibly a seam line, will need to be filled on the inside of the intakes.

Once the fuselage is together, assembling the wings and tail planes are the next major step. The wings are split into upper and lower halves with leading and trailing edge flaps molded in the retracted position. Flap and aileron hinges are molded separately and glued on to the bottom of the wing.

The vertical fins and stabilizers are the same as in the Hasegawa Super Hornet kits. A polycap assembly is provided in the fuselage for the horizontal stabilizers, allowing the stabilizers to remain off the model while painting, then inserted into the fuselage when the model is complete, a nice feature. The polycap also allows the stabilizers to be positioned as desired without gluing.

Moving on to the underside, first up is the landing gear, which are nicely detailed for this scale. The landing gear wheels are smooth, rather than having some straight tread as seen on the actual aircraft wheels. The wheel hubs are well detailed for this scale. The nose and main wheel wells are deep and include some internal framing and details. The landing gear doors are reasonably thin, with some detail molded in. Ejector pin marks will need to be removed from each door.

Hasegawa includes a two-piece clear canopy that can be posed either opened or closed.

With the basics out of the way, it's time to look at specific changes Hasegawa made for the EA-18G Growler. First up, the most noticeable change from the original Hasegawa F/A-18F kit is the vent stacks on the rear fuselage. The original kit had a flush vent between the vertical fins that was found on early Super Hornets, while this kit has the ten individual stacks. Looking at the underside of the fuselage part, one can clearly see where this insert was put in. What is unknown is if this is a permanent mold change or not. Given that most Super Hornets now have these vents, a permanent change would not be a bad thing.

The instructions note that the gun opening and vent holes need to be filled in, since the gun is not carried. What the instructions fail to mention is that seven gun vents on the lower nose forward of the nose gear bay need to be filled in as well. Some other panel lines on the forward fuselage are noted to be filled in, and a small diamond shaped extrusion is shown being removed (however a Growler photo I saw showed the diamond still present on the right side of the nose).

There are seven electronic sensors/bumps on the fuselage that Hasegawa has included. The largest is part R2 for the electronic bump on the top of the fuselage spine. From photos of the actual aircraft it appears that actual sensor is not as tall as part R2, and tapers more smoothly into the fuselage. There are four parts for electronic bumps on the rear of the fuselage (S2,3 and S4,5) and two for electronic bumps on the nose (T4).

The Growler has two changes in the wing that Hasegawa has provided parts for: a wing fence is included for the upper surface of the wing, and an extra section for the leading edge of the wing was added on the inside of the saw-tooth edge of the outer wing. The wing tip formation lights need to be trimmed off to install the wingtip ALQ-218 pods. The ALQ wingtip pods are nicely detailed with separate fins. Decals for the formation lights on the top and bottom of the ALQ pods are included.

The wing fold vent holes are another Super Hornet feature that seems to have been removed on the Growler. A photo of this specific aircraft (AJ 500) shows no vent holes in the wing fold. In that case decal number 126 with the vent holes should not be used.

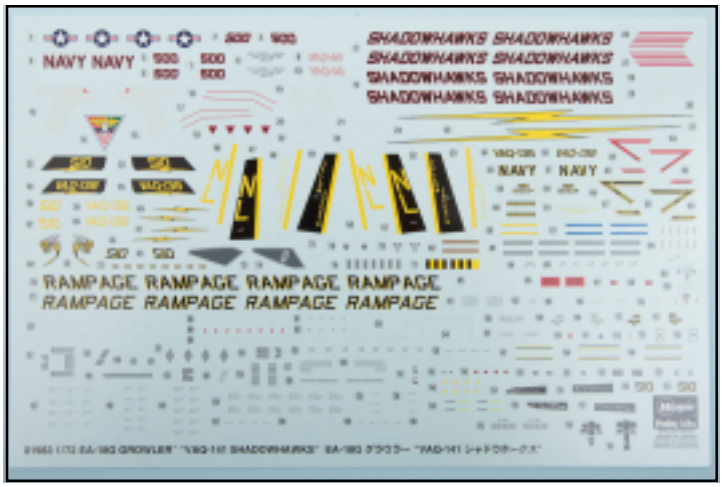
The decal sheet is very thorough and includes numerous stencils for various warnings and notices, and a variety of vents found all over the airframe, including the inside of the intakes.

The color and register appear to be very good, the small print is sharp. The decals are very nicely printed and should go down with no problems.

There are two choices for the actual squadron markings. The first is the boxtop scheme VAQ-141 "Shadowhawks", a CAG aircraft from the *USS George HW Bush* (CVN-77). This aircraft has a black tail and spine with red trim. The black color will need to be painted, which is preferable over having to apply a large decal. The second option is an aircraft from VAQ-138 "Yellow Jackets". It has black rudders, a partially black spine, and yellow trim and lettering. There's a yellow hornet on the tail and yellow lightning bolts below the cockpit. VAQ-141 Shadowhawks and VAQ-138 Yellow Jackets transitioned to the Growler in 2010.

While some might complain about the extra work to make an accurate Growler from this kit, realistically this is the best balance between cost and detail. Hasegawa did go the extra step to provide the information in the instructions for modifying the panel lines, and the actual Growler parts are very nicely done. That, plus the vent stack update to the fuselage results in a good compromise that should not tax most modelers and will result in a very nice model of the EA-18G Growler. My thanks to Hasegawa USA for the review sample.

[Thanks to Chris Banyai-Riepl and **www.internetmodeler.com** *for permission to use Dan's, Chellie's, and Eric's, articles. - ED]*



Tamiya 1/72nd Scale Mitsubishi A6M5 (Zeke) Zero Fighter

by Howie Belkin, IPMS/USA #16

The Mitsubishi A6M Zero is to WWII Japan as the Bf 109 is to Germany, as the Spitfire is to the U.K., and the P-51 is to the U.S.A. Designed to requirements set in 1937, the year of Japan's aggression at the Marco Polo Bridge in China, Jiro Horikoshi's Mitsubishi team accomplished the impossible. The light, nimble, lethally armed fighter provided maximum visibility and the extraordinary range the above-mentioned fighters initially lacked but was essential in the vast distances it would fight throughout China and the Pacific. In fact, the day after Pearl Harbor where they were carrier-launched, other Zeros escorted bombers to destroy the US air forces in the Philippines from land bases in Formosa, some 1,125 statute miles roundtrip. The Zero's remarkable performance came from the unremarkable 950hp Sakae engine (when other aircraft already had up to 2,000hp), at the sacrifice of armor plating for the pilot and self-sealing fuel tanks and other protection. Like the aforementioned aircraft, the Zero fought from the wars first to last days as different marks (all Zeros were A6Ms). The mark was indicated after the A6M, for example A6M5. Even so, the Imperial Japanese Navy never gave Mitsubishi the high performance engines they requested. The A6M5 was deployed in the fall of 1943 mounting the same 1,130hp Nakajima Sakae engine seen in the earlier model 22 Zero. The newly designed, multiple exhaust pipe propulsion system increased top speed to 565 km/h. Armed with two 7.7mm machine guns in the cowling and 20mm belt-fed cannons in the wings, the A6M5, in the right hands, could be a formidable foe. The Zero was built in larger numbers than any other Japanese aircraft but was never replaced by far superior aircraft that Japan produced too few and too late in the war.

It wasn't until later sub-variants of the A6M5 that the Zero put on weight to protect the pilot and fuel tanks. Though the capture of a Zero in the Aleutians is legend, less known is the fact that after Japan's Marianas debacle and loss of Saipan, America obtained over a dozen of the new A6M5 Zeros and promptly tested them against our fighters to learn its strength and weaknesses. This, and the irreplaceable loss of most of Japan's best pilots and carriers, made Japan's fate inevitable.

A U.S. Navy Technical Air Intelligence crew of two sailors led by an Ensign landed under fire on Saipan, and with the help of Seabees, dug in on one end of disputed Aslito airfield (later to be renamed Isley Field) while the Japanese continued fighting at the other end of the airfield. As the Marianas Turkey Shoot progressed overhead, a Zero with burning port wing crash-landed on the field and strafed the Navy position. Three counterattacks were repulsed that night. After dawn the T.A.I. obtained a Japanese gasoline truck that needed a generator along with a donor truck for the generator and made the switch under continuous sniper and mortar fire. The aircraft they targeted for salvage to the States were in revetments and on taxiways at the upper end of the field in areas still partially held by the Japanese. Under covering fire from the 4th Marines and the US Army's 27th Infantry Division, the T.A.I. made fast runs with two sailors and two Seabees to an outlying revetment, pushed an aircraft out by hand, lifted the tail, tied it to the truck and drove away at speed as a caisson is drawn to a safe hangar – during which they were under rifle, machine gun, and mortar fire. In two weeks they had 24 Japanese planes, including the newest A6M5 Zero, 30 spare engines, and some 300 boxes of parts to haul back to Wright Field for immediate evaluation.

Before I dive into this model in detail, let me first state that these 62 grey plastic parts, four clear parts (three if you close the canopy), two poly caps, and decals for three options will produce the very best 1/72nd A6M Zero model today's money can buy, and is possibly today's very best 1/72nd WWII fighter kit!

Tamiya's 1/72nd A6M5 Zero represents the last major, mass produced, version which entered service in 1943. Previously, Tamiya released the very best 1/32nd scale Zero kits and others just as fantastic in 1/48th scale. This is Tamiya's first-ever 1/72nd Zero release and their first 1/72nd aircraft release in five years. I hope they have

other 1/72nd aircraft models waiting to be released of earlier Zero variants, as well as other popular WWI thru Vietnam aircraft. Included in this kit is a supplemental history of the A6M Zero which illustrates as well as tells a brief history of the birth and growth of one of the best fighter aircraft of its time. It covers the main variants and differences between them and compares its performance against their main adversaries. The illustrations include wingtip fold detail, wired engine, and side view of two unidentified Zeros, "AI-I02" (an A6M2) that would have served on the *Akagi* (AI) in 1941-42, and "3D-126" with 6 kills, which my other references reveal to be a late war A6M5 of the 302nd Air Group flown by ace Ensign Sadaaki Akamatsu. Mitsubishi won the original design contract but Nakajima made more than half of the over 10,000 Zeros built! In fact, Nakajima refused to bid, stating that the requirements were unrealistic!

This kit is not one of Tamiya's larger scale Zeros shrunk down, but has been designed to give that impression. But it's not perfect (what kit is?), which I'll explain, hoping Tamiya and other manufacturers will take note and perhaps make today's best kits even better and worth digging deep to gladly purchase one! I'll even make note of other contemporary 1/72nd Zero kits that are available, including one worthy of second place.

Tamiya's sturdy box is topped with an excellent but modest painting of an A6M5 from the Carrier *Junyo* in the 1944 Marianas skies. The touch of class continues with the box itself, protecting and containing the kit while you build it. The packaging seals each parts tree in a poly bag – one for the clear parts tree, another for the light grey parts tree, another for the propeller poly caps and finally the decals, each in a separate poly bag so they arrive intact and in perfect condition. You get a choice of a two-piece closed or three-piece open canopy, which is a must when you have any interior detail to show off at all – and this kit has plenty! Tamiya provides a one-piece clear gun sight with clear flat panels pre-posed. It would be near impossible to assemble a two or three part gun sight with hard-to-see, much less handle, tiny fiddly parts. Simply paint the body black and the padded end that sticks into the cockpit a leather brown. Don't glue in the gun sight until very near the end of your build.

Tamiya references Tamiya brand paints that basically agree with most of my references. IJN interiors were painted a color similar to the U.S. zinc chromate, including some instrument panels. Instrument faces were usually black and control boxes were a darker green. Tamiya provides some instrument panel and side panel decals, but not all. Very good, fine raised detail is molded on the instrument panel and inside fuselage walls and includes a few separate parts like the throttle, identified only as "cockpit parts." I painted, washed, and dry brushed to good effect. I recommend that you paint the instrument panel an even lighter zinc chromate for greater contrast with the dark instrument decals. The 7.7mm machine guns properly butt thru the firewall, but they presented the only exposed ejection marks to be seen. Therefore, I would assume with a model this good that Tamiya intended them to be there because they are not ejection marks or they figured they won't be seen once in place and seen thru the canopy. The cocking mechanism is molded on but the truly ambitious modeler would replace them with photo etch.

There is a most excellent, detailed, floor. Glue the control stick before you install the seat and even the lever to raise/lower the seat! The rear cockpit bulkhead has different sized lightening holes drilled thru, but there are only indentations and no actual lightening holes in the thin seat. You can drill out the lightening holes but I was happy with painting the seat, filling the 'holes' with a wash and then dry brushing it. Strategically position the excellent decal seatbelt so it doesn't cover too many holes and you're done with this sub-assembly. The bottom of the seat is correctly a simple bucket shape in which the pilot sits on top of his parachute. Once tucked into the cockpit, I don't know if you'll appreciate the difference between drilled and simulated holes. I brought the seat rest, part A28, thru the back of the bulkhead A41, lined up the bar into its clips, and cemented it from the back. Adjust the height, then add the seat from the front of the bulkhead. The seat does not attach flush to the rear bulkhead – it stands proud of it. Make sure the seat is no higher than the fuselage sides, and looks squared away from the front and top view. Some Zero photos show that the pilot has the seat raised high during takeoff so he could see better. I imagine pilots like Saburo Sakai had occasion to lower the seat as low as possible to become as hidden a target as possible! Finally, make sure the cockpit parts assemble into a squared up, amazing drop-in unit (it fits in from underneath the closed fuselage), much like you'd find in large scale models! Make sure it's painted before doing so. Hidden interiors were often painted what appeared to be clear or a metallic blue, including the wheel wells, landing gear legs (except for chrome pneumatic parts), and deep inside the fuselage and wing. Watch the instruction sheet for instructions to cut off stubs or open holes and make sure it is appropriate for the version you are building.

The seat itself is the design fitted in most Zeros. The Squadron Signal book shows a better armored seat that was fitted into A6M5 and later versions but doesn't indicate exactly when the change took place. You would need to look inside the real airplane you're building to determine which style seat belongs there or just use the seat Tamiya provided. If you judge one of these Zeros in a contest, don't be surprised if a modeler uses the later style seat. Similarly, Tamiya gives you the option of installing the tail hook or replacing it with a panel (part no. A14). IJN Zeros by necessity flew off land bases as the war progressed and their aircraft carriers were sunk. They saved a lot of weight and improved performance if they left off the tail hook and faired over the open space.

The wings are one long bottom piece with an upper right and left top wing. The holes for the cannons and pitot tube are notched out on the bottom wing, but Tamiya advises you to cut out the hole in the upper wings too. Rather than risk botching aligning the holes, I assembled the wings, then cut my notch in each upper wing. The wings don't quite fit perfectly and require some nominal sanding. You'll be amazed at how thin the trailing edge is! The fuselage halves are an almost perfect fit. The wing assembly fits into the fuselage, again, in an almost perfect fit. I left the tiny cannons, pitot tube, aileron mass balances, and clear parts off until the end, to minimize time on my knees searching for lost parts. Still, I managed to lose the cannons and pitot tube into my magic carpet and replaced them with stretched hollow sprue. No head-on view is provided to show you the proper wing dihedral, landing gear leg angle, and stabilizer angle, but my references came through for me. Wheel well detail is all minutely molded on, including tire tread. The retraction mechanisms for the small undercarriage doors are separate parts.

The one-piece cowling, with one-piece separated cowl flaps, is designed to look scale thin and to ease construction. The exhaust pipes are molded as one left and one right side, so you don't go crazy fiddling with impossibly tiny individual parts. The three-part engine traps a fourth part, a poly cap that allows you to add the finished propeller in one of your last steps. I shortened the prop's stub, as it was a very snug fit thru the poly cap. The engine is one of the best I've seen. There are notches (keys?) and cutouts that align the engine parts and their fit into the cowling, and the cowling onto the fuselage. Dry fit and be patient, as they don't all lock together like Lego blocks! I had to trim away some of the cooling air intake part C10 to make it fit, because I didn't align everything perfectly. Depending upon the specific aircraft you're modeling, the prop and spinner are painted a medium brown both sides along with decal markings provided.

Tamiya has the finest engraved panel lines, but that means you can't lay the paint or clear coats on too heavy! Similarly, a "very good" to-scale radar loop and aileron balance weights are provided. There are no bombs, but a centerline drop tank is included. Note that Hasegawa kits feature very fine engraved panel lines while Academy's are more prominent, which would be most beneficial if you add a wash.

The upper wing "Do Not Walk" thin red lines and stenciling decals lack the outboard line to close the rectangle. This is correct for the aircraft Tamiya depicts according to Tamiya's instructions, but looked odd to me. I opted to model an aircraft confirmed 27 kill ace Sadaaki Akamatsu flew from Atsugi airfield near Tokyo, February 1945. I borrowed the red warning rectangles from an Academy A6M5 kit, along with their two part Hinomaru decals. The under wing Hinomarus are from the Tamiya kit. The yellow Cherry Blossom kill markings are from aged Authenticals Decals that may be older than you! I clear coated them with Future floor wax and Super Scale International decal Super Film. Blossoms with the vanes represent confirmed victories while those without vanes meant a probable or shared victory. These small, old decals still needed to be soaked thru and handled with care.

On the plus side, Tamiya provides decals for the yellow leading edge wing markings, making it easier for any of us to build an accurate and attractive model without serious masking. Fine stencils are also provided.

I use the "Future floor wax decal system" with great success. I apply Future wet by cotton swab where the decal will go, then position the decal in place and finally, "sandwich" the decal with another coat over the decal. When thoroughly dry I spray a coat of Dull Kote or other flat finish. The clear carrier film disappears and the final coat of Future sucks the decal down, even into Tamiya's fine engraved panel lines.

Some of Tamiya's decals for black-outlining-the-red Hinomarus are not perfectly aligned and appear odd. Usually, the national marking, the Hinomaru, had a white or yellow outline, if any. Late in the war the outlines were sometimes overpainted with black or IJN Dark Green so the aircraft would not stand out as much. That the "outline" would appear off center too is intentional, according to Tamiya and other references, especially for late in the war when it was painted in the field by the crew. Tamiya's kit markings are provided for three "pilot unknown" IJN green-over-gray schemes:

1) Nakajima made "652nd Air Group" Carrier *Junyo* flagship Carrier Div. 2 Mariana Sea June 1944

2) Nakajima made "653rd Air Group" Oita Perfecture, 1944

3) Mitsubishi made Rabaul Air Group, Rabaul, New Britain Island, 1943-4

All have a blue-black cowling (black for all intents and purposes). During the last years of the war there were some interesting looking Zeros, as well as some historically famous ones flown by the last surviving Naval aces, Group, and Squadron leaders. I would have preferred more colorful or historical markings choices. Tamiya's three Zeros share similar paint schemes and decals, and are not identified by pilot. In fact, few Japanese pilots had their own airplane and the opportunity to have personal markings. Not many Japanese aircraft bore kill markings and, when they did, they often indicated kills attributed to that airplane, not the pilot! Some leaders tallied their unit's combined kills on their mount.

At a glance, Tamiya's is certainly the best Zero kit by some criteria, especially with their killer cockpit. The only real complaints are the unexplained, surprising choice of intentionally off-center Hinomarus and the choice of unknown pilots' markings when I would have preferred (and chose) markings for specific aces' planes. I think Tamiya should have

noted on its instructions that their markings are correct even though unusual. And the $28 MSRP! Academy's beautiful A6M5 model can be found for $10 or less, is very nicely detailed, though the cockpit isn't up to Tamiya's standards, and has the bonus of accurate bombs, an ace's markings (CPO Takeo Tanimizu's yellow 03-09), and dead-on decal color registration. Hasegawa's A6M2 and A6M3 are 20 yrs old and suffer from the one-piece closed canopy, basic cockpit, and generally retails near $20. *[Ed: Hasegawa also makes an A6M5, which was released in 1994 and has periodically been reissued.]* Airfix's brand new A6M2b costs even less and is certainly the best value for your money, except it is an A6M2b – an earlier mark Zero than Tamiya's late A6M5 and, though it makes into a very fine model with basic cockpit and closed canopy, it is not so very fine as Tamiya!

Tamiya shoots for the very best and charges for it. I think they could be the absolute best. How could the best get better? The Zero canopy begs for a masking set and/or a prepainted canopy that could be included. It has to be able to be posed open. Dragon has lead the way with slide molding – Tamiya can use their version to open up the cannon barrels, the pilot's seat lightening holes, and the exhaust pipe ends. A sitting and standing pilot and a ground crewman would add extra value in 1/72nd, just as Tamiya has already appreciated in the larger scales. Positionable flying surfaces, including detailed landing flaps that can be posed dropped, would be welcome and not overcomplicate the build. An extensive decal sheet of notable pilots/aircraft would boost Tamiya over the top. Throw in a display base plate and/or a stand, too, if you will. But "plane Janes" (or should I say Zekes?) with unexplained off-register markings, indentations rather than holes, and high prices could make the modeler take a closer look at Academy's offering. I can highly recommend the Tamiya kit to modelers at every skill level with just a caution about the smallest parts – and if their budget can handle the biggest price. I greatly appreciate the review sample provided by Tamiya USA and an enjoyable build that allowed me to see just how high 1/72nd scale's state of the art has risen.

The only real A6M5 in 1/72nd to compare it to is the Academy kit which is, perhaps, a third of the price! Academy's seat can be improved or replaced. Academy provides bombs, underwing attachments, and better Hinomaru decals.

Out of the box? Tamiya sets the standard! Tamiya's cockpit is incomparable. Yet it can be better.

Following are brief mentions of other 'contemporary' 1/72nd Zero models, courtesy of my model budget:

Hasegawa A6M3 Type 22 and 32 ca. 1993 for comparison to their A6M5 Type 52. They come with a closed one-piece canopy, no perforations or indentations in the rear bulkhead, no lightening hole perforations or indents in the seat, no fuselage wall detail – but, instead, there is a detailed floor with instrument column and molded-on rudder pedals, a flat instrument panel with a very good decal, single-piece cowling with a choice of propeller blades and spinners, very fine engraved panel lines, good wheel well detail, red "Do Not Walk" decal and some stenciling, decals for Naval Air Pilot 1/C Hiroyoshi Nishizawa IJN green over gray, "202nd Flying Group" overall IJN Gray, and carrier *Zuikaku* fighter group IJN green over gray – all with a Blue-Black cowling.

Academy A6M5c Type 52c ca. 1998. Three-piece canopy can be displayed open, clear gun sight, large holes in bulkhead, no perforations or indentations in the thick seat that begs to be fixed or replaced with an aftermarket seat, fine fuselage wall detail, excellent raised instrument panel detail without decal, excellent detailed floor, three-piece cowling with separated cowl flaps, very good but not too finely engraved panel lines, very good wheel well detail, very good radar loop and balance weights, bonus bombs, red "Do Not Walk" decal and some stenciling, decal for Hinamarus with separate red over white or optional dark green painted out white surrounds, propeller decals, optional markings for two aircraft each with a Blue-Black cowling and IJN Green over light gray schemes: Naval Air Pilot 1/C Takeo Tanimizu 203rd FG, Kagoshima, June '45 w/ kills (one of the most popular A6M5 choices with its display of kills) and "302nd Flying Group" Atsugi, July '45.

Airfix A6M2b ca. 2012. Airfix has replaced one of its oldest 1/72nd kits with their new state of the art that kids can afford with an MSRP under $10, and elders with a fixed income can enjoy as well. It comes with a one-piece canopy in its own poly bag. The cockpit has excellent side wall detail molded in; there's a detailed floor with console and rudder pedals, but ejection marks behind them might need to be filled. The seat has some holes molded in but not drilled thru. The rear bulkhead has no detail. The instrument panel is flat but has a full decal. The A6M2 had folding wingtips and Airfix gives you separate wingtips if you want to display this option. If so, you have to make some cuts into the straight wings, then detail the exposed wingfold area. The rudder is a separate piece that can be glued on off-center. There's an excellent head-on drawing that shows you the proper wing and elevator dihedral. A closed landing door option is provided. Airfix includes the landing gear retraction parts that Tamiya provides, only they are molded to the smaller landing gear door. A centerline drop tank is provided, as is a seated pilot figure. Markings are provided for one Blue-Black cowling, IJN Green over IJN Grey scheme of the 201st Kokuta, Papua, New Guinea. It has more stencils than any of the other kits, plus the yellow wing leading edge stripes, propeller and landing gear door stripes, "Do Not Walk" lines and fuselage white outline Hinomarus in perfect register. Fine engraved panels are nicely done. If money was truly a major consideration, then I would definitely urge you to stock up on Airfix A6M2bs. Regardless, it is probably the best 1/72nd A6M2 available at any price. But it's not an A6M5!

Revell 1/24th Scale Audi R8 Spyder

by Chellie Lynn

The R8 series is the very top of the Audi line. In the overall Volkswagen AG family it slots in just below the VW Phaeton. Total R8 production is 24 cars per day in a dedicated plant with an average seniority of almost 30 years. These hand-built vehicles spend eight days in construction, from start to finish. The final assembly area has 14 stations with each car spending 35 minutes in each one. The all-aluminum R8 Spyder has a US Base price of $162,700 and features a 5.2 litre V-10 engine. The 525hp engine is attached to an automated 6 speed manual transmission and moves the car through Audi's Quattro all-wheel drive system. Out of curiosity, I went to the Audi site and used the "Build Your Audi" feature to see what the US price would be for an R8 Spyder as provided in this kit. The result, $187,900 or including local sales taxes, $205,750.50. I think I'll stick with the model.

This is a Revell Germany tooling and it captures the look and the details of the real R8 quite well. The kit is a follow on to the Audi R8 Coupe from a few years ago and it shares the bulk of the parts with that kit. The body, however, and some of the odd bits are totally new to match the Spyder. The mould quality is excellent although there is some flash on some of the smaller parts. Early test fitting show no significant fit problems.

All of the measurements check out with published data from Audi. Most importantly it looks right. Final judgment will be made after completion.

If you like Audi products or Supercars this is a definite must have for the shelf. As I said I went to the Audi site to research, so I have a color selected for this build. This will be a great addition to my VW Corporate collection; now Revell may we have a VW Phaeton and Bugatti please? Thanks to Revell for the review sample.

M4 Sherman Tank: (Haynes) Owners' Workshop Manual, by Pat Ware

by Andrew Birkbeck

Anyone who has ever worked on his own car, either tinkering with a modern Honda Civic or Dodge Grand Caravan or a classic automobile like a 1960s Mini Cooper or Ford Mustang, will know the series of repair manuals under the Haynes brand name. Over the past few years, the Haynes title has begun producing a series of books covering aviation and military vehicle topics, including the title in this review, the M4 Sherman tank. As the blurb on the title page states: “An insight into the history, development, production, uses, and ownership of the world’s most iconic tank”.

This book is a hardback edition, A4 format in size, and contains 164 pages. It is divided into eight main sections, each of which is well illustrated with black and white and color period photos, color photos of restored vehicles, together with numerous tables covering production and serial numbers, as well as photo captions from wartime Sherman tech manuals:

Section 1: The Sherman story: a 10 page introduction to the Sherman, including its early development history and initial introduction into combat service with the British Army at El Alamein in October, 1942. One nugget of information gleaned from this section is that the cost of production of Shermans differed widely from production plant to production plant. The author states that Shermans produced at Chrysler’s Detroit Tank Arsenal cost $42,400, whereas the same basic vehicle cost $70,000 to produce at the Federal Machine & Welder plant!

Section 2: Sherman variants: this 24 page section details the different variants of the M4 Sherman family: M4, M4A1, M4A2, M4A3, M4A4, M4A5, and M4A6. British variants, such as the Firefly, and Israeli Shermans are also covered. Specialized tanks also receive coverage in this chapter, such as armored recovery vehicles, flame throwers, D-D amphibious tanks, mine clearing vehicles, and rocket firing versions. Vehicles using the M4 Sherman

lower hull are also detailed, including the M7 howitzer gun motor carriage (GMC), the M10 tank destroyer, M36 GMC, etc. Numerous charts are provided chronicling the various vehicles' official designations, production dates, and brief descriptions.

Section 3: Building the Sherman (14 pages): while total wartime German tank production reached 24,360 units according to the author, ten US and one Canadian firm managed to produce 49,422 Sherman tanks in a shorter period of time! This chapter lists these firms and gives a brief history covering the contribution of each. The chapter covers both new manufacturing of the Sherman, as well as the program of "remanufacturing" that took place as earlier models of the tank were upgraded throughout the war. Coverage is also given to the firms that produced the Sherman engines. The chapter concludes with a discussion of the Sherman's role in the massive Lend-Lease program instituted by the USA to aid in the supply of military equipment to other Allied nations.

Section 4: Anatomy of the Sherman (32 pages): the longest in the book, this chapter covers the main subcomponents that made up the Sherman: engines (six pages of text, together with very nice photos of the major engine types); fuel, cooling, and transmission systems; suspension and track details; hull and turret design; main guns (75mm M2 and M3, 76mm M1, 17 pounder for Firefly, M2A1 and M4 105mm howitzer). Also covered are: sighting and vision equipment, ammunition storage, crew accommodation, communication equipment. To accompany the text, there are plenty of tech manual diagrams and black and white and color photographs.

Section 5: The Sherman in Action (15 pages): this covers the deployment of the Sherman in the various wartime theaters of operation, along with crew training. Included is a section comparing US vs. German tank guns and tank armor.

Section 6: Owning a Sherman (!) (10 pages): from locating one to buy, how to properly insure it, and the legal aspects of ownership. Included are starting up procedures for the vehicle, driving it, and stopping. Fascinating stuff.

Section 7: Restoring the Sherman (12 pages): lots of color (mainly) photos of rusting parts, and partially rebuilt Shermans, together with details on how to remove an engine, the transmission, suspension units, the tracks etc. Useful stuff if you have one of these beasts sitting in your garage, or in a shed down the back of the garden.

Section 8: Maintaining the Sherman (6 pages): various black and white, and color photos covering the day-to-day maintenance of a Sherman in combat: lubrication duties are the main topic of study here, and the chapter includes the Lubrication Chart for a 75mm M4A3 from the tech manual.

Section 9: Appendices: a series of charts covering various aspects of the Sherman, the most interesting of which is a two-page listing of WW2 manufacturing contracts, serial numbers, and US Army registration numbers.

This is a wonderfully produced book, with high production values. The photos are well captioned and they are to a high reproduction standard, being printed on good glossy paper. The chapters are well thought out, with appropriate tech manual diagrams, period and museum photos, and various charts to help with the understanding of the written text. For someone looking for a beginner's primer book on the Sherman tank, this book would be a great pick. For someone like myself who has 20 or more books on various aspects of the Sherman tank, it still provided a very entertaining read, and provided lots of useful photographs new to me and various useful charts not covered in my other books. Therefore, I most highly recommend this excellent book to anyone even remotely interested in this wartime workhorse.

My sincere thanks to Zenith Press for providing this review sample to IPMS/USA, and to IPMS for allowing me to review it.

ISBN #: 978-0-7603-4294-7

Other Publication Information: Hardback, 164 pages, color and b&w photos, tables, tech manual excerpts

Price: $28

Support the Troops Initiative

by Dick Montgomery, IPMS/USA Secretary

Support the Troops Initiative (SST) was the IPMS Wounded Warriors honorary chapter, located in San Antonio, Texas at Brooke Army Med. Ctr. (BAMC). BAMC is the hospital to which a large number of our Wounded Warriors are sent for treatment and rehabilitation. IPMS members and chapters across Region 6, as well as individuals and clubs from across the U.S., have been supporting the Warriors through donations of hobby supplies for a number of years.

Recently, and in a large part due to small article that appeared in *Fine Scale Modeler,* several other individuals have launched SST programs in their communities or at their active duty stations. You can visit the IPMS Gallery and view images highlighting these various programs, and also read descriptions of each program, which includes the very important contact information for each program. That web page can be viewed at **http://www.ipmsusa3.org/gallery/v/stt/**

You and your Chapter are encouraged to make contact with the persons who serve as the Point of Contact for each individual program, and to work with them to supply models, tools, and other necessary items.

There is a list of those who have provided donations on that same URL. Among those listed are several chapters in Region 6 that have donated table space during their annual events so that IPMS/USA can set up a Donation Station to collect hobby items. IPMS El Paso has graciously provided funding to cover shipping costs to our international programs.

Please consider becoming active in the STT program and by provided hobby items to our troops and Wounded Warriors. If you have questions about how to launch such a program in your community, or have questions about how to organize your effort, please feel free to contact the IPMS Secretary at **ipmssec@ipmsusa.org.**

Thanks!

Skyway Model Shop Sale

Skyway Model Shop will be having a sale the weekend of July 14/15 - 20% off everything in the store, with 50% off selected items. Weather permitting there will be extra inventory for sale in the parking lot. Note that Skyway is in summer hours now:

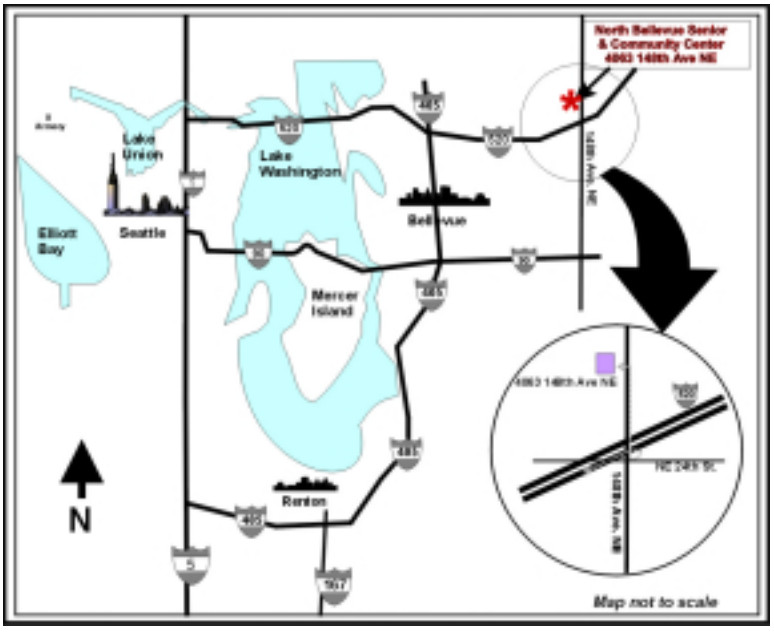
Saturday: 11 AM - 5 PM

Sunday: 11 AM - 3 PM

For more information and directions, see the web site at **www.skywaymodel.com**

Meeting Reminder

July 14



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.