

Seattle Chapter News



Seattle Chapter IPMS/USA
April 2018

PREZNOTES



It's TIME for the Spring Show!

Parking has become an issue at the Renton Community Center thanks to the success of our Spring Show, and I would like your help in trying to alleviate the situation. Less than a five-minute walk from the doors of the Renton Community Center is a building whose address is 200 Mill Ave South, Renton WA 98057, which is next to the Renton Public Library (do a Google map search). As you drive into the parking lot for this address, if you turn right, and head as far over as you can towards Houser Way South, you will find nearly 100 parking stalls which are marked with signs "PUBLIC PARKING". It would be appreciated if as many of our Seattle members could use this as possible. If you can easily carry your model entries etc to the venue, then this would be a great benefit to our Show Guests, allowing them to use the parking slots at RCC. It's a simple walk from the 200 Mill Ave S parking lot, across a short footbridge, cross Houser Way S at the controlled cross walk, under the freeway overpass, and bingo, you have reached the RCC. I will discuss this more at the meeting Saturday.

Speaking of the meeting, we will be starting it a little earlier than normal, in order to allow the Spring Show Team Leaders to meet with their crews at the end of the meeting. We have a number of new members who have never worked the show before, plus one new Team Leader, so it would benefit everyone to spend a few minutes sorting out everyone's duties and time slots.

Finally, if you have any models for the RAFFLE DRIVE, please bring them to the meeting.

Otherwise, see you on Saturday at the chapter meeting!

Cheers,

Andrew

George Haase

Long-time IPMS Seattle member George Haase passed away on March 27. Services for George will be April 19, 9 AM, at Sacred Heart Church, 812 Bowker St SE, Lacey.



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IPMS Seattle Web Site (Web Co-Ordinator, John Kaylor): <http://www.ipms-seattle.org>

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:00 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. Dues are \$15 per annum, and may be paid to Twyla Birkbeck, our Treasurer. (See address above). We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-885-3671 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 2018 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.

April 14
May 12

April 21 (Renton Spring Show)
June 9

IPMS/USA MEMBERSHIP FORM

IPMS No. _____ Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____
 Signature (required) _____

Type of Membership: Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86
 Junior (under 18) \$17 Family, 1 Year: \$25 (adult - \$5, child 6-18) How Many Cards? _____
 Canada & Mexico: \$35 Other / Foreign: \$38 (surface) Checks must be drawn on a US bank or international money order
 Payment Method: Check Money Order

Chapter Affiliation, if any: _____
 If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
 Name: _____ IPMS No.: _____

IPMS/USA Join or Renew Online at: www.ipmsusa.org
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IPMS SEATTLE PRESENTS

Spring Show Scale Model Contest and Exhibition 2018

**SATURDAY,
APRIL 21ST**

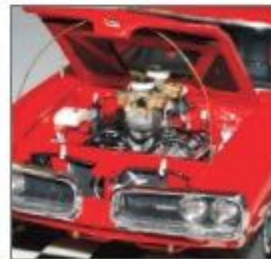
DOORS OPEN AT 9 AM
.....
**Contest Entries Close
at 12 Noon**
.....

Awards at 3:30PM

- Model Contest with 75 Different Award Categories!
- **EXPANDED PARKING**
- Huge raffle!
- Vendor tables!
- Every junior entry wins an award!



Adult Entries: \$10 (unlimited) • Junior Entries: \$5 (unlimited) • Spectators: \$5



**MAKE N TAKE
FOR THE KIDS**

**HUGE RAFFLE
DRAWING ALL DAY!**

Categories, model registration forms available online at:
<http://www.ipms-seattle.org/Springshow>

Renton Community Center
1715 Maple Valley Hwy, Renton, WA 98057
15,000 SQ. FT. OF MODELS!

From I-405, take exit #4, Renton-Enumclaw exit. At Maple Valley Hwy, drive east to the second light and turn right into RCC.



For additional information contact:
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Designed by KzJorMade Design • www.kzjormade.com

2018 IPMS Seattle Spring Show at a Glance

Saturday, April 21

Registration - 9 AM until 12 noon*

Public Viewing - 9 AM until 3 PM

Judging – 12 noon until 3 PM

Awards Ceremony - 3:30 PM

Show Close – 4 PM

* Entries must be registered by noon for judging.

Renton Community Center, 1715 Maple Valley Highway, Renton

Directions:

From the North: Take I-405 southbound to Exit #4 (Renton-Enumclaw). Go through the first stop light, turn left on Maple Valley Highway (South 169). This will take you under I-405. Continue about 500 feet and turn right at the first stop light. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

From the South: Take I-405 northbound to Exit #4 (Maple Valley-Enumclaw). This exit will divide, take the first exit to Maple Valley-Enumclaw (South 169). At the stop sign, at the end of the off ramp, turn right. Go approximately 200 feet to the stop light and turn right. Follow the entrance driveway around the athletic fields to the large parking lot area. The Renton Community Center and Carco Theatre are adjacent to one another and the parking lot.

Entry Fees:

\$10 for Adults (unlimited entries)

\$5 for Juniors

\$5 for Spectators

Registration:

To make the spring show registration as smooth and easy as possible for everyone involved, we have put the form on line for people to fill out ahead of time. Please feel free to download the form as a PDF from the address below and fill it out ahead of time.

<http://www.ipms-seattle.org/springshow/SpringShow-Registration2018.pdf>

DO NOT FILL IN THE NUMBER! This will be assigned to you when you pay your entry fee at the door. Any model without a registered number will not be eligible for judging or awards.

PLEASE NOTE: There will be no names on the registration forms. The registration number assigned to your model when you check in for the contest will also identify you.

We will have “Display Only” tables for those models whose builders wish to remain outside of the contest. These models will not be judged.

Raffle:

As in years past, we will have a raffle this year with lots of great models and model related prizes. You will be able to buy tickets at the raffle table during show hours.

Ticket Prices: 1 ticket - \$1; 6 tickets - \$5; 15 tickets - \$10

General web site address for Spring Show information: <http://www.ipms-seattle.org/springshow/index.php>

Special Awards

Best Bare Metal Finish sponsored by IPMS Tacoma Green Dragons/Les Sundt Memorial Chapter
Best British/Commonwealth Subject in Memory of George Allen sponsored by Robert Allen & Andrew Birkbeck
Best Canadian Subject sponsored by IPMS Vancouver
Best Fire/Life Safety Subject sponsored by Seaside Fire Service
Best French Subject sponsored by Djordje Nikolic & Jacob Russell
Best German Subject sponsored by Lauren Blakley
Best Italian Subject in Memory of Stephen Tontoni sponsored by Will Perry & Ralph Braun
Best Japanese Subject sponsored by Tim Nelson & Woody Yeung
Best Middle East Wars Subject sponsored by Middle East Wars SIG IPMS/USA
Best Military Vehicle in Honor of Dale Moes sponsored by George Stray, Roy Schlicht & Shawn Gehling
Best Sci-Fi Subject sponsored by Galaxy Hobby
Best Small Air Forces Subject sponsored by Mike Millette & Andrew Bertschi
Best WW2 AFV in Memory of Richard Sullivan sponsored by Mark Ford
Best 1/72nd Scale Bomber Aircraft sponsored by Fred May
Edward C. Allworth Award for the Best U.S. WW1 Subject sponsored by Oregon Mid-Valley Modelers



Tamiya 1/35th Scale M4A3E8 Korean War Sherman

by Eric Christianson

(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

Tamiya has enhanced their recently released M4A3E8 Sherman to represent the Korean War variant, including the colorful 'Devil' scheme. Several new sprues, new track, decals, and other odds and ends round out the new offering, including a complete, two-sprue complementary kit of the Russian GAZ67B Field Car equivalent of the Willys Jeep. One thing is for sure – the kit this new version is based on is one of the finest armor models ever produced by Tamiya. And that is saying quite a lot – for just a pure, modeling experience, it just doesn't get any better.



After World War II, the U.S. kept the M4A3 "Easy Eight" in service, with either the 76 mm gun or a 105 mm M4 howitzer. The Sherman remained a common U.S. tank in the Korean War, where it fought alongside the M26 Pershing and M46 Patton. The M4A3(76)W HVSS Sherman and T-34-85 were comparable and could destroy each other at normal combat ranges, although the use of High Velocity Armor Piercing ammunition, advanced optics, and better crew training gave the Sherman an advantage. The M4A3(76)W HVSS Sherman, using 76 mm HVAP ammunition, destroyed a total of 41 enemy tanks from July–November 1950. The lighter M4A3(76)W HVSS tank became the preferred U.S. tank in the later phases of the war in Korea, due to the mechanical reliability of the M4, its ease of maintenance, and its drivability compared to the M26 tank. The U.S. Army replaced the M4 in 1957, but continued to transfer Shermans to its allies, which contributed to widespread foreign use.

This is a Tamiya armor kit – which means it can be described in five words: not many parts, perfect fit. As always, there is something for every kind of modeler in here. For those new to modeling, Tamiya kits are easy to assemble and come with excellent instructions and sprues that are laid out and numbered logically. For those who enjoy the painting and weathering part of building a model, Tamiya kits quickly and painlessly become excellent canvases upon which they can apply their artistic talent. For modelers who go for accuracy, Tamiya has the industry clout that insures a variety of after-market products that enhance what they get in the box, products that these modelers would most likely want to purchase anyway, no matter how accurate or inaccurate the original kit is. One thing everyone gets, however, is an enjoyable build and a perfect-fitting model.

It wouldn't be a modern Tamiya armor kit without some oddities; such as nylon string for tow cables, figures, and rubber-band track. Each of these has their benefits and downsides, but they come together just fine to produce a stunning AFV.

The contents of the box include:

- Lower and upper hulls and turret packaged separately
- 7 sprues in soft, dark green plastic, packaged separately (Sherman)
- 2 sprues in soft, dark green plastic, packaged separately (GAZ67B)
- 2 lengths of 'rubber band' track, which take both paint and glue
- 2-ft long piece of string for use as tow cables
- 2 small sprues polycaps
- 1 large sheet of Tamiya decals, perfect registration
- 1 small clear sprue containing lenses and goggles for two figures
- 1 16-page, black and white instruction booklet with 35 steps (both models)
- 1 full-color foldout (8 pages) showing paint schemes, decal placement, and photos of the Sherman in combat, as well as a short but interesting history of the vehicle in Korea.

The kit comes with the following two finishing schemes:

‘Rice’s Red Devils’, C Company, 89th Tank Btn, 25th Inf. Div. Han River Basin 1951
C Company, 70th Heavy Tank Btn, 1st Cavalry Div., near Chilgok, September 1950

Paint callouts are provided for Tamiya Acrylic-Lacquers .

The instructions are excellent; but curiously, do not include a parts map. Beginners will find the pages full of quick hints and images showing where to trim, cut, use tweezers for small parts, etc., etc. A ten year-old could build a nice model from this kit using these instructions. There are two slightly different versions of the Sherman in the box - labeled ‘A’ and ‘B’ – that coincide with the two schemes listed above. Each type requires slightly different parts in several places, and Tamiya clearly distinguishes where this happens in the instructions. In several places, Tamiya has even stamped the part numbers on the parts themselves to assist in assembly.

Looking through the instructions for my notes I find that there is very little written besides the occasional ‘Cool!’ and ‘Nice!’ . The build simply goes right along without a hitch.

Make sure to open several holes in the main hull and turret with a drill, as shown, before assembling the major parts.

Tamiya includes poly-caps that can be slipped into the drive sprockets and return wheels so that they can easily be removed and replaced during painting, if desired. Each bogey consists of four parts, plus the wheels – a far cry from the dozen parts or so from other manufacturers. Once fitted, the twelve wheels on each side can easily be aligned using a ruler as the glue dries.

I painted and weathered the commanders hatch (Step 21) and the machine gun (Step 27) separately so that the clear vision ports would not be fogged up when the rest of the vehicle was painted, and the gun could be detailed. Similarly, I treated the canvas mantlet cover (4 parts, Step 24) separately so that the color could be slightly different than the background green and easily painted. All three were added at the end of the build.

The Track: Tamiya has included a new set of rubber-band track, differing slightly from the previous –E8 kit. The detail is excellent, and it takes glue, paint, and weathering materials just fine. There is enough elasticity to stretch around the drive sprockets and return wheels yet still appear taught once installed.

While the track was still in two lengths, I gave the runs an initial airbrushed coat of Tamiya Iron. Once that had a good chance to dry, I applied a ‘splotchy’ coat of Mig Wash Brown from the bottle, and, while still wet, applied Vallejo Light Sienna Pigment on both sides. After that had a chance to dry, I applied a coat of Uschi Chrome pigment on the part of the track that touches the pavement, spread on with my finger. I did not use a fixer because I feel it changes the color and texture of the finish, so I very carefully glued the track lengths and stretched them over the running gear. From then on, hands off!

The GAZ67B: As wonderful as the –E8 build was to experience, the same can’t be said for the Russian GAZ67B included in the kit. Clearly the ‘jeep doppelganger’ was from another manufacturer; the fit of some of the parts, especially around the doors and chassis, was poor and the plastic made of a different material. Still, it was a pleasant surprise to see the addition in the Sherman kit. If the GAZ wasn’t in the same box as the Sherman, I might not have noticed the flaws so much.

Painting and Finishing the AFV: As a U.S. Army combat vehicle, the M4A3E8 Sherman is going to be U.S. Army green, period, so my challenge would be to try and put as much life as I could into all that monochromatic finish. I wanted to use the darker Olive Drab from the Tamiya line of paints since this vehicle comes from a different theater (and war) than what I normally model in. Just to change things up a little.



Primer, Pre-Shade and Hairspray: I remain a stalwart believer in using cheap rattlecan primers when I can. Accordingly, I started by applying a primer coat using Krylon Color Master with Durable ColorMax Technology rattlecan (Flat Black) enamel paint. This is the third rattlecan primer I've tried, and I'm glad I kept going because this stuff is a superior product, drying super thin and very, very tough - not to mention cheap and quick.

Once the hot enamel had a chance to de-gas overnight, I toned down the 'very black' tire portions of the wheels with Tamiya NATO Black. Once that was dry and set, I shot the lower chassis with hairspray to make it easier to clean up overspray later when I applied additional coats of paint.

I next applied Tamiya Flat White to the upper surfaces that would be exposed to sunlight, and the front of the hull which would be painted red. This will insure that the camouflage coat to come will lay down in different shades, depending of the underlying color.

I followed this with a light overall coat of Tamiya Olive Drab, except for the front, which I covered with Tamiya Flat Red, after masking the sides and top to control overspray. The red color looks garish, but I knew that after weathering it would be fine. I removed the side masks and let that dry overnight.

Next I masked off the front hull and added an overall post-shade coat of lightened Tamiya Olive Drab using 50/50 Dark Yellow, which I also used for the canvas mantlet cover parts and ammunition case for the M2 that I had fixed to a sticky board.

Pulling off the front mask, I inspected my work and touched up areas that contained overspray.

Once the paint was dry, I sprayed the areas that would receive Decals with Future, straight from the bottle and let that dry overnight.

Once the Future was dry I set to applying the decals. Tamiya's decals are a little thicker than most, and stick pretty well once they touch the plastic, so make sure you apply plenty of wetting agent before placement. Once in place, the decal setting solution I normally use (MicroSet) was simply not up to the task with these decals, even after three coats. I then tried using Gunze Mr. Mark Softer without much better results, deciding that I risked damaging the finish with any more fuss.

Tamiya has printed the three 'nose' parts as one decal - I chose to cut this decal into three pieces to better fit them around the barrel lock. Otherwise, everything went on as expected.

On-Board Detail: Once the decals were on, I painted the wooden portions of the various pioneer tools with Tamiya Buff or Desert Sand, and the steel parts with (first) Tamiya NATO Black and then a quick rub using Uschi Chrome pigment applied with a rubber-tipped artist's blender. I used the same process for the two machine guns.

I then airbrushed Future over the entire vehicle to seal the decals and to prepare the surfaces for washes, trying to avoid the track as much as possible.

Once the Future had dried overnight I started the weathering process. To give the wooden parts of the tools more depth, I brushed on a little Mig Wash Brown oil paint straight from the tube and let that set overnight. Since the surfaces were covered beforehand with Future, the oil paint will be easy to work with. In the morning I carefully removed most of the oil paint using a Q-tip, leaving the areas near the latches and metal parts darker than the center of the wooden shafts. I then let a little black wash puddle up on the horizontal surfaces of the metal axe and shovel heads. When dry, I think this gives them a convincing look of used steel.

With a glossy coat still on the model, I applied a pin wash to highlight the detail all over the vehicle, starting with Mig Dark Wash (aka Raw Umber) mixed 10:2 (Mona Lisa thinner to Wash) applied with a small, long-bristled, red sable brush, concentrating on the panel lines, recesses, buckles, pioneer tools, etc.

Next I added dots of Wilder Products 'Bright Ochre' and 'Grey Blue' filters here and there, swirling and pushing the enamel paint around using a small brush damp with Mona Lisa.

Finally, I used two of the new Mig Oilbrushers (enamel paint applicators) - Dark Mud and Ochre - the latter shade as a dot filter on the horizontal surfaces, and 'Dark Mud' for streaking vertical surfaces and lining the recesses and edges to add grime deposits. The goal of all of this was to break up the overall green color as much as I could without making things look garish.

Once satisfied, I gave the entire model a coat of Vallejo Matt Varnish, mixed 50/50 with Vallejo thinner and a couple drops of Liquitex Flow-Aid, and followed that with a light dusting of the tracks and bogies using Vallejo Model Air Light Brown.

What more can I say about Tamiya kits? There is something for every kind of modeler in each kit, the fit is perfect and the instructions are excellent. Even the rubber-band track was detailed, fit well, and took paint/glue perfectly.

I recommend this kit for all modelers; Beginners to Advanced. This is one fun model to build.

I would like to thank Tamiya USA for providing this kit for review, and to IPMS USA for giving me the opportunity to build it.



Room for Everyone

by Jon Fincher

After the March meeting, I got to pondering different types of modelers. It seems to me there is a continuum on which we find ourselves as modelers from time to time. While it's easy to identify the end points of the continuum, it's sometimes tougher to realize where we are as we move around on it from time to time. Sometimes, it's even tougher to recognize that this club has room in it for everyone, no matter how they choose to enjoy the hobby.

Maximizing Quality

On one end of the modeling continuum is the modeler trying to get the highest quality model possible. No detail is left less than perfect. It's better to not produce anything than to produce something less than perfect. The quest for perfect technique and perfect execution consumes modelers who pursue quality over all else.

While we all strive to produce the best models we can, very few modelers live at this end of the continuum year round. Many modelers come to visit from time to time, perhaps for a single model, maybe just for a single part or subassembly. We've all had projects we want to execute as well as we can, and won't stop until we get there. High quality builds often stand up to close scrutiny, which shows up with contest ribbons and other awards.

However, the quest for perfection comes with a price. Modelers who spend a lot of time in this country, maximizing quality over all else, often have fewer finished models than others. It's difficult to produce the highest quality models possible quickly, or on a fixed schedule. Perfection takes time.

Maximizing Fun

On the other side of the scale are modelers who just wanna have fun. Grab this part, glue it to that part, see what looks good, maybe sand some stuff, slap some paint on it, call it finished, and move on to the next. You might not even have a kit - maybe just some scrap plastic, a few leftover parts, or maybe a tape dispenser.

Every modeler does some builds for fun. After building something on a schedule, or something for competition, many modelers unwind with a quick fun build to relieve the pressure - a palette cleanser, if you will. The long-term residents of fun builds experience almost no stress with their builds - the quest for fun is the enemy of stress. Fun builds also help decrease the stash of boxed kits, and increase the population of the display cabinet.

However, it's not all rainbows and unicorns. Fun builds are just that - fun. Quality is often a secondary concern, so while many models may be built, the quality of those models can be limited. If contest accolades are your concern, the fun build probably won't scratch that itch.

Define Your Own Awesome

Where you stand on the continuum between fun and quality depends on your own perceptions, experience, skill level, and desire. What makes a model awesome is up to you to define, and there is room in the club for every definition of awesome. Because of this, you can always find someone whose definition of awesome matches your own, or your desire for growth. Whether you're looking to improve your skills, or loosen up and enjoy yourself with our hobby, IPMS Seattle has a place for you.

Book Review: *Bloody Biscay: The History of V Gruppe / Kampfgeschwader 40, and Its Adversaries 1942-1944*, by Chris Goss

reviewed by Andrew Bertschi

This is a well researched and easy to read book covering the combat actions of KG 40, the Luftwaffe's sole long-range maritime fighter unit and V Gruppe, the only long range fighter group within that unit, in one of World War II's lesser-known conflict regions, the Bay of Biscay. Biscay, the vast gulf area along the western coast of France and northern coast of Spain, has some of the Atlantic Ocean's harshest weather conditions.

Written primarily from a Luftwaffe perspective, the book describes in great detail the tactics and unique mission performed by V Gruppe / KG 40 to protect German submarines arriving and departing their bases in western France from Allied attack. The book chronologically follows these actions, which were extremely successful until early 1944, when the Allies began ramping their operations up in advance of the D-day landings. From that point onward the tide shifted decisively. It contains comprehensive appendices detailing all of KG 40's known combat kills matched with official Allied losses. Also covered in detail and from a German perspective is the 1942 aerial interception in which famous British actor Leslie Howard perished over the bay.

The introduction of newer, more lethal Allied aircraft as well as their increasing numbers dramatically accelerated losses of highly trained, combat experienced German crews. That combined with a lack of equivalent level replacements resulted in the group's decimation and eventual disbandment. Though ultimately futile, the Luftwaffe's ongoing operations against RAF, Royal Navy, and USN aircraft are comprehensively documented through the use of official records backed by written first hand personal accounts from the actual participants of the fighting. The book also includes numerous photographs, most from German sources and never before published. The author does a fine job describing the general situation(s) at hand and the strategic context in which each of these narratives is presented. For aircraft modelers, the types and variants involved in each engagement are described in detail here and in several cases combat actions are accompanied by photographs taken by crew members during the actual incident!

Overall, *Bloody Biscay* is an engaging and insightful read providing a new perspective on the experiences of German long-range maritime fighter units in a conflict region that had not received a great deal of prior coverage. *Bloody Biscay* is highly recommended to anyone interested in Second World War aviation combat history and Luftwaffe operations. I would like to thank Crécy Publishing Ltd. for the review sample.

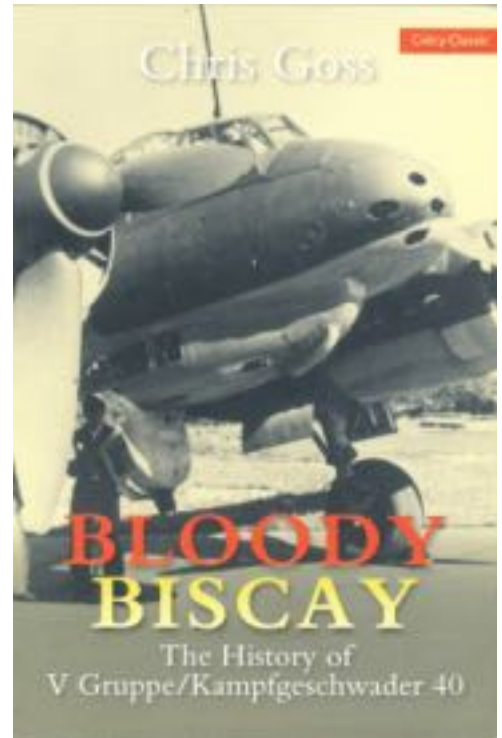
Publisher: Crécy Publishing Ltd.

ISBN: 0947554629 & 9780947554620

Binding: Softbound

Pages: 278

[Thanks to Chris Banyai-Riepl and www.internetmodeler.com for permission to use Andrew's article. - ED]



AFV Club 1/35th Scale M109A3/M185A3 2.5 Ton 6x6 Shop Van

by David Dodge

(Editor's note – this abridged version has been edited for use in our newsletter – mostly by removing the specific build notes. You can see the full article posted in the 'Reviews' section of the IPMS USA website or on our own IPMS Seattle website.)

AFV Club released this kit in the fall of last year. This is a variant of their M35x series of 2.5 ton trucks of which the M49A2c 1200 Gallon Fuel truck and the venerable M35A2/3 "Deuce and a half" truck was released.

The M35 series of vehicles were derived from the classic CCKW truck from WWII. These vehicles were ubiquitous and were given great credit for winning the war on the logistics front. The M35 was a dual rear wheeled variant of the single wheel 6x6 M34 (which had better off road mobility) and was principally designed for on road use. It was produced initially in the early 1950s by Rio Motors and was first deployed with a gasoline engine, and in the late 50s, with a 427 cubic inch straight 6 multifuel engine. This could burn gasoline, diesel, kerosene, and jet fuel or any combination. The engine was upgraded on the M35A2 series of vehicles by a 478 cu. in. multifuel engine. This engine was upgraded to the turbo-supercharged engine. This was the most numerous version of this series. The 1949 Rio Motors Design has been produced by over ten companies including Rio Motors, Studebaker, Studebaker-Packard, Curtiss-Wright, Kaiser-Jeep, and AM General. The M35 Series of chassis was the baseline for subsequent variants of which the M109A3 was one of those. The M109 has a 12 foot van body that was mounted on subsills to raise it up off of the frame to clear the wheels without housings. The rear of the body has two hinged doors. The left was locked and could only be opened from the inside and the right door had a padlockable latch. There were ladders to gain access to the inside of the van and the roof top. The body has side windows with screens and blackout curtains. Power was provided by the vehicle 24 volt system and external 115 volt AC to run lighting, accessories and tools. The van body was waterproofed to the 8 foot depth line for fording. The van could be equipped with various shop sets to support its use for automotive, electric/electronic or small arms repair.

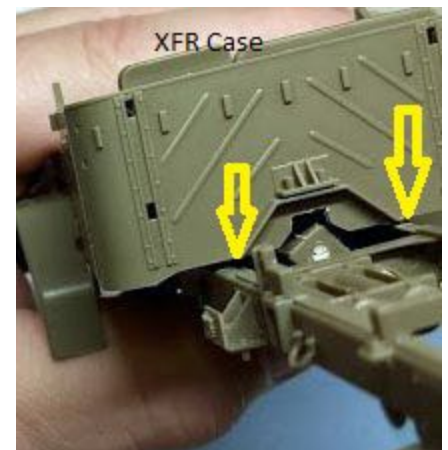


Opening the box. There are 11 separately bagged OD green sprues, a clear sprue, three PE frets in two bags, a decal sheet and string and chain for the winch. There are two OD sprues of 12 wheels. 11 polymer tires are on their own sprues. There are some extra parts since this kit seems to be based on the M49A2c Fuel truck. Most of the parts are crisp and detailed with some flash and many of the van body parts have raised or sunken ejector marks that have to either be filled or sanded.

There are 20 pages of instructions. The first and last 8 pages are printed on glossy surface paper, the middle 4 are on standard paper. The color plates are on pages 16 thru 20. There is a sprue map on page 15 that has photos and line drawings of the sprue layout and the decal sheet is a photo. The line drawings have the part numbers, but the three sprues that are photographs, do not.

Things to consider before building:

- a. The assembly of the chassis frame and suspension is not difficult until you get to connect the two frames together. All the frame cross members are attached to one side and in step #3 they are joined, and it makes aligning the rear suspension and differentials tricky, as well as keeping it straight. You will have to pay attention and proceed slow, and expect to take time lining everything up.
- b. Take your time putting in the transfer case (assembly D in step2) and the driveline (A74) to the rear differential. Mine ended up being 1mm too short. Then the trouble began. I had issues from the transmission to the rear differentials. Nothing aligned, the shafts were



either too long or too short. To be honest, I wasn't paying close enough attention and should have test fitted with white glue to check fit all down the line. My initial impression was to blame the kit, but I just can't at this point do that because it may have been my assembly process flow.

c. The kit has a bunch of extra parts for the fuel tanker, but some parts are needed. Scrub the instructions and then set the sprues aside.

d. The van body actually goes together pretty well. I had no issues with the entire van build. In fact, I got the top section to actually friction fit so I can remove it for displaying the inside. The kit of tools and power equipment are kits unto themselves. The stools are composed of five parts that are VERY delicate, as are most of the tools but look good once removed from the sprues. Use caution here so you don't lose or break anything.

Painting and Finish:

1. I chose one of the five color schemes that had a European unit, 1st Cavalry Regiment, 1st Armored Div. This has the late 70s MERDEC Verdant Winter Scheme. This is a four-color scheme with Field Green and Field Drab that covers 90% of the vehicle and Sand and Black that cover the remaining 10%. This was developed to save paint and time to prepare vehicles as they deploy to different climates by changing one or two colors. It was superseded by the three-color NATO scheme used now. Once the vehicle was fully assembled, I completely sprayed it the FS34019 Field Green. I didn't prime it since Model Master Enamels bite pretty well. I then masked the green pattern with Humbrol liquid mask and then shot the Field Drab FS30118 over the rest of the vehicle. The Sand FS30277 accents were masked and sprayed. The Flat Black FS 37038 was then shot as the final color. I removed the masking and touch up painted the hits and misses to clean up the transitions. I then detailed the turn signals and reflectors. Next was the overall Future coat to prep the decal areas.

2. There were not a lot of decals, the front and rear unit bumper markings and the vehicle numbers. The Military weight class placard on the front grill, the door number markings, and the slow moving vehicle reflectors in the rear. Once the decals dried overnight I spot applied Future over the markings and got ready for some weathering.

Weathering:

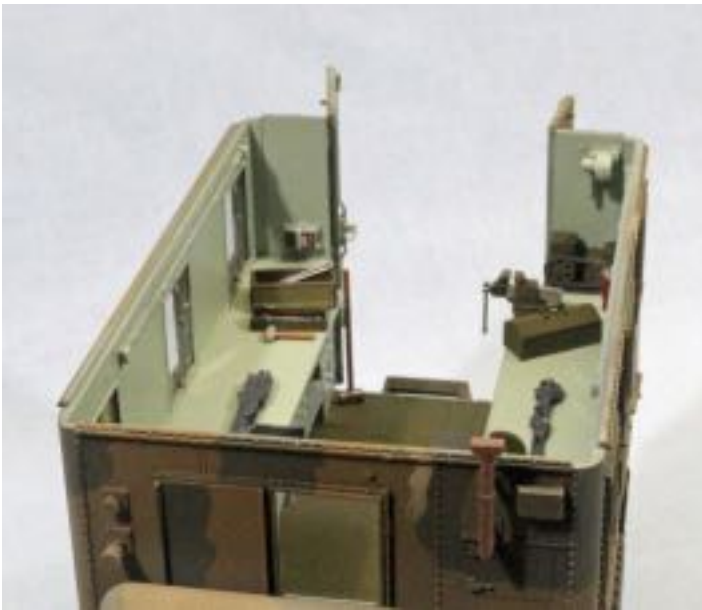
3. I tried to give a somewhat worn and faded paint appearance, but I'm not sure how effective it ended up. I used AK NATO Tank Wash to give some rain streaking along with some Windsor-Newton Burnt Sienna Oils diluted for streaking and staining on the fuel tank and some oil staining around the vehicle. I generally don't like to overdo it. Once that was done, I applied a dust coat using Vallejo Light Brown (71-027). I may have overdone this step. Then did a final coat of Vallejo Flat Matt varnish to tone down the shine,

4. I did other touch ups and tweaks as a final look over, like forgotten masking, and parts, like the spare tire ratchet shaft. You know how that goes, during cleanup you find things.

Despite powertrain and driveline issues, I was able to get everything into a resemblance of a truck undersides. Not sure what the issues really were, but I do have a M35A2 kit from AFV Club that will get more scrutiny when I build that kit. The cab and cab interior fit well but the side windows were a bit wonky. No real good way to attach them. The van body was detailed and extensive but everything fit well together. The hand and power tools certainly fill the benches and could offer opportunities for a diorama. The kit builds up into a nice slightly unusual subject since the stuff that lives way back behind the front lines hardly gets any attention from manufacturers. Most maintenance 2-1/2 trucks want to be an M109 van when they grow up.

I would like to thank AFV Club for providing this kit for review, and to IPMS USA for giving me the opportunity to review it.





Will Perry's Guest Session...and The Meaning of It All

by Scott Kruize

Will Perry hosted various friends-and-fellows that last Thursday in March. Attending were Jim Schubert, Andrew Birkbeck, Eric Christenson, Woody Yeung, Dan Carey, and myself.

We started in the living room, then all trooped downstairs to take places around Will's very large plywood worktable, set out with a variety of snacks and treats by his wife Kathleen. (Later the group planned a pizza feed; how this went, you'll have to ask some other attendee. I had dinner and evening plans, so left before the afternoon traffic got too bad.)

As we settled down to working on our model kit parts, easy conversation proceeded. That is: we were able to work over a number of topics...perhaps no single one finished to its philosophical conclusion in our understanding of the Meaning of Life, but nevertheless all were Intellectually Stimulating, Culturally Broadening, and Morally Edifying.

Specifically, we took up the matter of moving hassles, high property taxes, repairs varying in complexity from happy homeowner nuisances, to major, checkbook-crashing professional remodels. All this, as Eric Christianson and his new bride Jackie work through selling off two whole households so they can set up a new one. I've been through all this myself, more than once, and am glad not to be involved with their current machinations. We wish them well, especially awaiting Eric's return to a fully-functional modeling workbench.

We also considered end-of-life decisions about our precious pets, how we should be responding to news of the current Administration, and observing how many people appear at our meetings—sometimes for years on end—without putting a model on the Show-and-Tell table and telling us about it. Too bad, for all of us have something to contribute: an educational experience different from the rest of ours...some new building or finishing technique...a kit critique...something, anything.

(I told Andrew Birkbeck that when I first attended our IPMS meetings, I knew at once I'd never be a master modeler at the level many of you work at...but that I could find something to contribute...some way to "make my presence felt". Have you noticed?)

We sometimes lose a member we've next-to-never heard from: they move away, or succumb to the inevitable aging and dying process. We know we're all going through the latter, but don't want to rush it...why, just calculating our build rates against our stash sizes proves we all need to live many more decades, if not centuries! Let's hope to persist and thrive under Jim Schubert's unique blessing: "None of you are allowed to die!"

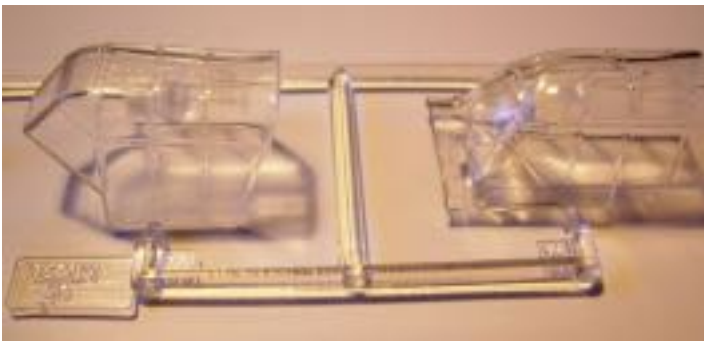


But speaking specifically about modeling, Dan Carey brought the latest issue of *Airfix Model World* magazine. The cover essay was about Airfix's brand-new 1/48th scale Junkers Ju 87 Stuka. Even a superficial glance at the layout and its photos is a serious 'come-on' to all of us who build warplanes.

I remarked that I had Airfix's older release, still in the box. Could there be any relationship between my kit and the new one in the magazine? Will and the others said probably not, except that the company would've drawn on its research back then. Particularly, did the old kit have raised panel lines? Surely nothing like that would be seen on the new one!

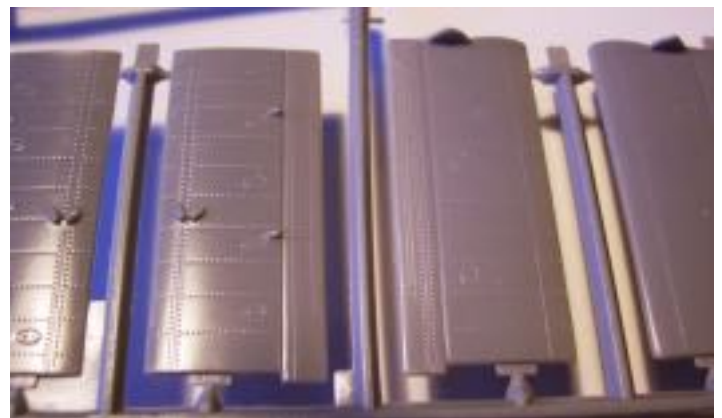


Of course I had to dig my kit out of my stash when I got home. See the pics here. Airfix's enthusiasm for rivets may have receded over time, but is still in evidence. And note that the fuselage has some engraved panel lines...but also some raised.



The larger issue, as we contemplate the Meaning and Purpose of Life: do we have to scrap all our old kits the instant a new one appears? There's no question that newer kits are better than the old standbys. Even buying a mass of resin castings, decals, and photoetched plates in the aftermarket cannot make an 'oldie' reach the high quality, fine detail, and accuracy of new releases.

I get a kick out of building kits of various vintages. Especially, I enjoy an occasional build, anew, of a kit I first built way back Then, as a teenager in the early to mid-60s: a NABBROKE.



(Nostalgic Aging Baby Boomer Real Old Kit Experience.) I can't expect all the other club members to share this pleasure, and of course those of you intent on making the best possible models to display and enter in contests cannot possibly bother to spend a moment on an old kit. Such can be acquired for five dollars or less, whereas its modern replacement might be thirty or forty...but this seemingly large gulf in cost is dwarfed by the value of our craftsmanship time.

Nonetheless, I'm working on some builds of the Monogram De Havilland Mosquito, the 'jack-of-all-trades' WWII plane. Released in 1965, it's still not a NABBROKE. I didn't build it back Then; at \$1.98, it was WAY too expensive...the Airfix-72 Constant Scale series, including its Mosquito, were 29 to 49 cents, within range of my weekly allowance. Anyway: I know there are superior kits, that came out closer to current times, but Monogram's Mosquito is still a fine kit, with lots of hardware to make builds of several variants.



The point remains: no two of us model the same way. Even if we looked across the whole population of IPMS members around the globe, and added to them not just members of other clubs, but also all those individual builders who keep to themselves, we still wouldn't expect to find any two whose models are anywhere near identical...or that experience modeling in quite the same way. We conclude our philosophical ramblings on the subject with the observation that we're all different, but we all get pleasure from our hobby...that there's room for all of us... and that we like to hear from each other's unique 'take' on modeling. As Prez Andrew keeps urging, bring your models out and put them on the table. You never know when your particular model, even if it's not contest-winning caliber, is going to 'make the day' of someone who sees it. (Y'know that even a NABBROKE might do that...)

And on that note—Intellectually Stimulating, Culturally Broadening, and Morally Edifying—let's aim for a good April meeting and our best Contest-and-Show ever!

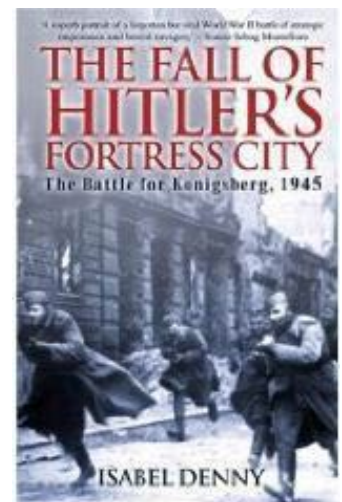
Book Review: *The Fall of Hitler's Fortress City – the Battle for Königsberg, 1945,* by Isabel Denny

reviewed by Eric Christianson

In the same vein as other recent books published concerning the conflict on the Eastern Front (*Endgame 1945* (Stafford, 2007), *Armageddon – the Battle for Germany 1944-1945* (Hastings , 2004)), *The Fall of Hitler's Fortress City – the Battle for Königsberg, 1945* (Isabel Denny, 2007) pulls from information just recently made available. As such, *Fortress City* makes compelling reading indeed for those of us weaned on books like *The Last Battle* by Cornelius Ryan.

Following World War One, a Polish land-corridor to the Baltic Sea was established, effectively splitting Germany into two parts. Historically, East Prussia was home to Germany's proud Teutonic elite, with Königsberg as its crown jewel. Reunited with the rest of Germany following Hitler's push through Poland in 1939, East Prussia remained, apart from several visits from Bomber Command, relatively untouched throughout most of the war.

In October of 1944 all of this changed. Reeling from the horrific treatment under the pogrom instituted during Germany's brief occupation of Eastern Europe, the advancing Soviets were keen for revenge and retribution. So much so that barbaric treatment of the German civilian population became part of



Soviet doctrine, even if unofficial. It was time for repayment. And East Prussia was the first German soil visited by the Soviets.

Fortress City is at times a difficult book to read. Readers of wartime non-fiction are accustomed to vivid depiction of wartime atrocity; and this book pulls few punches along those lines. The use of indented format to distinguish first-hand accounts from the background analysis steels the reader for each grisly scene – much like in the '70's movie 'The Exorcist', when the flicker of the stairway lights readies the audience for yet another chilling session in Linda Blair's bedroom – time to hide your eyes.

In addition to the many anecdotes and first-hand accounts, Isabel Denny provides a very well-written and readable synopsis of 20th-century Königsberg wartime history. A story about a city's secluded inhabitants caught up in a reckoning that was never foreseen yet should have been obvious to all.

Included is a detailed chronology that spans the years of 1255 through 2005, a list of place names and their native translation, two maps, and thirty black and white photographs. It is these photographs that initially grab the potential reader and military modeler. Many of the images accurately depict the German and Russian armor employed during the hopeless battle for the city. One image in particular shows a desperate field modification of what looks like a Jagdpanzer IV/70(V) suspension that would make a great modeling project.

Isabel Denny's *Fortress City* is a compelling read for those interested in late-war history, and serves to remind the reader that total war is something to be avoided. My thanks to CASEMATE for the review copy.

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 ISBN: 978-1-935149-20-0
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 Photographs: 30 B&W

Upcoming PNW Area Shows

June 23, 2018
 Billetproof NW Model Car Contest
 Chehalis, OR
 Website: <http://www.sabanw.com/>

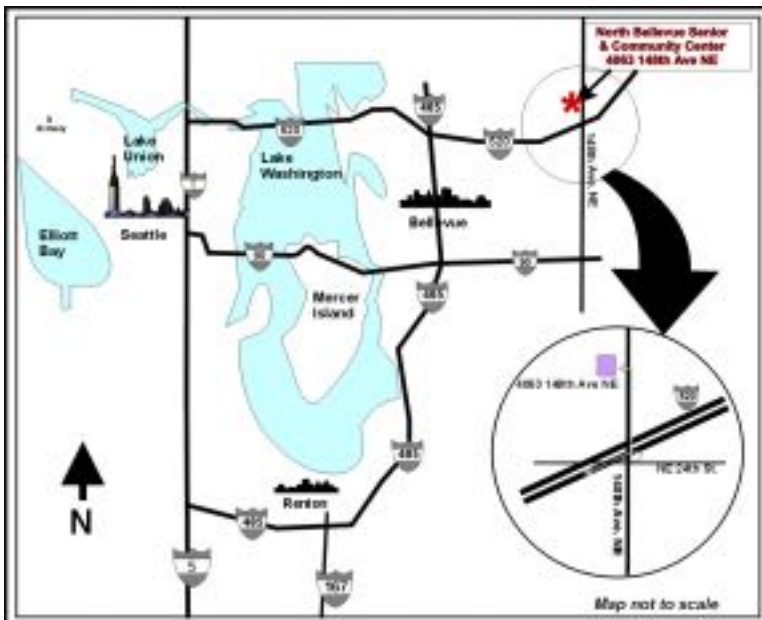
September 22, 2018
 OMS Fall Show
 Clackamas, OR

October 6, 2018
 IPMS Vancouver Fall Show
 Burnaby, BC, Canada
 Website: <http://www.ipmsvancouver.com/>

October 6, 2018
 IPMS Palouse Area Modelers 24th Annual "Show Off The Good Stuff" Scale Model Show & Contest
 Moscow, ID
 Website: <https://www.facebook.com/groups/977374559104664/>

Meeting Reminder

Meeting: April 14



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

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