Seattle Chapter News

Seattle Chapter IPMS/USA April 2020

Paradigm Shift

[I thought I'd take a short break from how-to modeling subjects. I'll be back next month with a piece on some new products I am experimenting with.]

What seems like several lifetimes ago, I came across an article by columnist John Dvorak, when he was with a magazine called *InfoWorld*. This was in the infancy of personal computers; I was just a few years out of school, probably 1985. As far as I know, he was the first to use those words together, or at least the first to do so in my world. He spoke of the personal computer changing so much more of our society in the future than what we could even imagine at that time. He was right, of course. There would be a new way of thinking about everything we do, and how we go about it.

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par•a•digm shift – "a fundamental change in approach or underlying assumptions"

To say who could have imagined, in December, that our lives would be so fundamentally changed by a virus from a far-away place, would be naïve. Of course, we could have imagined it - like nuclear war, we all grew up with the possibility of a pandemic in the back of our minds (however remote it seemed). But living through the real-life changes being witnessed by all of us, even up here in our 'safe' Pacific Northwest, has been overwhelming.

As this crisis unfolds, burns through, and finally lifts, we wonder how our lives will be changed. We all watched how the destruction of the World Trade Center changed, say, the geo-political landscape, certainly, but did we foresee the effect the event would have on our personal lives, even twenty years later – when a simple flight from Seattle to Portland would take just about as much time out of our day as a trip to New York? And the minutia involved makes our heads spin – the water bottles, 3 oz. containers, shoes, belts, laptops, TSA Pre, Security, etc. – we are *still* grinding through new changes that came out of that event.

This crisis will be different, I imagine, and may produce changes that are not all bad. Once a vaccine is developed that will finally allow the most vulnerable among us to venture out of their homes without fear, I think we will witness big changes. I think we will see a move from the office to our homes; where a well-appointed meeting room and a smatter of generic offices will replace the prairie-dog farms of Steelcase, chairs and monitors we are all familiar with. Who knows what will happen to the glass and steel towers that define city life? Perhaps the move will allow people to actually choose where they can live, instead of their commute choosing for them. What will happen to real estate prices then? Will teachers actually be able to afford to live near where they work? What will we see as the traffic thins out – how will that effect the environment; what about the cost of rebuilding our infrastructure? How about the social changes - will we stop visiting with our friends and families online? (I've talked to my California, Charlotte, Texas, and Maryland-based family more in the past three weeks than in the last ten years).

I am enjoying taking daily walks with my wife, a novel thing, as we actually wave and say hello to others out doing the same, also a novel thing. We sleep longer in the morning, and we see an increase in productive hours during our workday. It will be hard to justify getting back into work clothes and into our cars to fight traffic into our gossipy offices.

I am old enough to remember how bad habits tiptoed back into our lives before, when we pulled ourselves out of other crises. I am hopeful that, this time, we can make some real changes in our lives for the better, once this hard and awful thing has passed.

CONTINUE THIS CONVERSATION AND JOIN ME FOR SOME MODELING ONLINE

I will be sending out an email blast to all members inviting everyone to a Saturday (online) Zoom meeting during the hours of our normal IPMS meeting (10:30am – 01:30). I figure if we can't meet in person, at least we can meet online and work on models together. I've tried it out, and it is a lot of fun. You can join the meeting via your smartphone or from your camera/microphone-equipped laptop or PC. Look for the email on Friday.

Eric

In This Issue

SEATTLE CHAPTER CONTACTS

President:
Eric Christianson
10014 124th Ave NE
Kirkland, WA 98033
Ph: 425-591-7385
ModelerEric@comcast.net

Vice President:
Terry Moore
7014 Lake Grove St. SW
Lakewood, WA 98499
terryandjill@comcast.net

Treasurer:
Twyla Birkbeck
P.O. Box 15983
Seattle, WA 98115
Ph: 425-591-7385
birkbet@comcast.net

Show Chair:
David Dodge
Ph: 425-825-8529
ddodge@nwlink.com
Ph: 206-276-3855

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 10:30 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 2020 meeting schedule is as follows. All meetings are from **10:30 AM** to **1:30 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.

The April and May IPMS Seattle meetings have been cancelled. The April 18 Spring Show will not take place as scheduled. It is yet to be determined if it can take place later. We will let you know ASAP. Please check the web site for updates.

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
(If Renewing) First Middle Last
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ E-mail: _____
Signature (required by P.O.) _____
Type of Membership ☐ Adult, 1 Year: $30 ☐ Adult, 2 Years: $58 ☐ Adult, 3 Years: $86
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☐ Canada & Mexico: $35 ☐ Other / Foreign: $38 (Surface) Checks must be drawn on a US bank or international money order
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If Recommended by an IPMS Member, Please List His / Her Name and Member Number:
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IPMS/USA
Join or Renew Online at: www.ipmsusa.org
PO Box 1411
Riverview, FL 33568-1411

Newsletter Editor:
Robert Allen
7919 133rd Ave. NE
Redmond, WA, 98052
425-885-3671
baclightning@yahoo.com

Modeling Spacecraft Thermal Blankets

by Morgan Girling

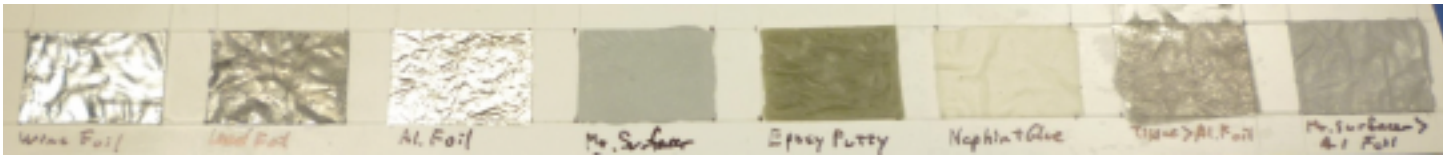
Spacecraft like the Russian Soyuz, the Chinese Shenzhou, and space probes are covered by thermal blankets which insulate them from the temperature extremes and provide a degree of micrometeorite protection. They take the form of multiple layers of cloth and/or metalized mylar separated by a lightweight filling like a netting, which are sewn together around the edges. Individual blankets are then tacked onto the spacecraft. Thermally, they act like nested thermos bottles, and for micrometeorite protection, function like spaced armor.

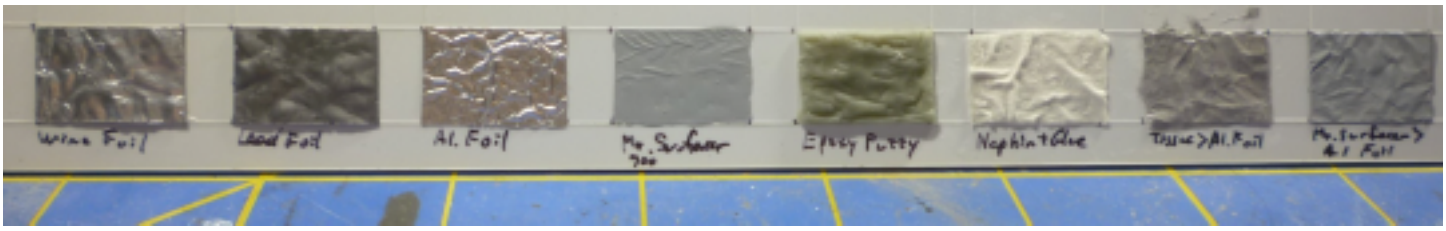
From the modeling perspective, they give the spacecraft something of a rumpled, wrinkled look, which most kit manufacturers avoid reproducing. Trumpeter's 1/72nd offering of the Shenzhou spacecraft is such a kit, so I needed a way of making plausible looking thermal blankets which were also to a scale thickness.

The three layers of hand-crumpled metalized mylar give the Apollo lunar module (LM) a decidedly crinkly look, which can easily be captured by crumpling aluminum foil and straightening it slightly. By contrast, the thermal blankets are comparatively smooth, with wrinkles and creases, often near the edges. This makes the usual dodge of gluing on crumpled aluminum foil something of a non-starter.

I started by asking within the local IPMS chapter and some of the space modeling forae. Being a geek, I set out to make a series of test coupons to compare the different materials and techniques, both for realism (or at least artistic impression) and ease-of-use. The techniques explored were as follows (left to right in the photos):

1. Lead foil (salvaged from a toothpaste tube in the 1960s)
2. Metal foil (most likely tin) from a contemporary wine bottle
3. Aluminum foil (typical household)
4. Mr. Surfacer 500 applied in random blobs, with an overcoat of the same after they'd dried
5. Apoxie epoxy putty, rolled out into a sheet and then textured with a round toothpick
6. Multi-ply paper napkin, soaked in artist's matte medium
7. Tissue paper, soaked in artist's matte medium
8. Aluminum foil, overcoated with Mr. Surfacer 500





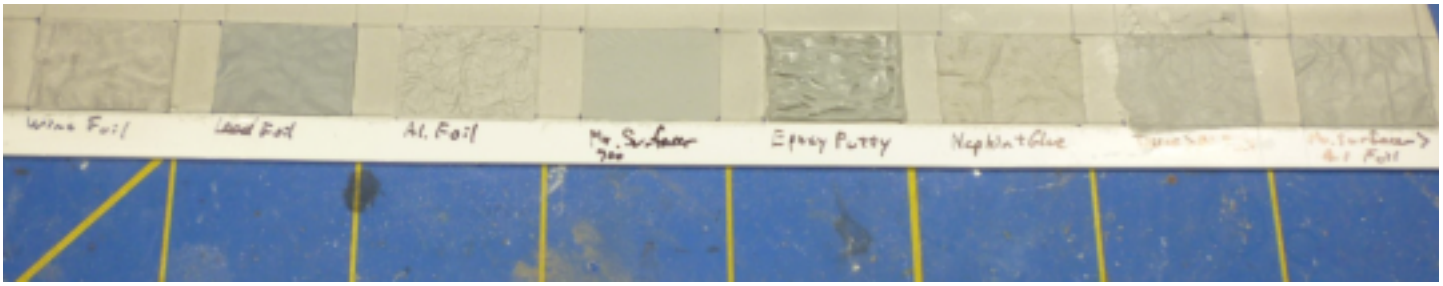
I crumpled, then pulled straight, all of the foils to reduce the texture height and severity of the peaks and valleys. I tried the thicker foils (1 and 2) because they'd be more resistant to buckling and I hoped would produce gentler features. While this was true, it lacked the "broadly-flat with wrinkles around the edge" appearance of the Shenzhou blankets. The aluminum foil (4), as expected, was still crinkly, which led to (8), where I slopped on a couple of coats of Mr. Surfacer as a low-pass filter.

The single layer of tissue soaked in glue (7) is standard technique for tarpaulins in armor models, and true to form, it looks like a rumpled tarp, with thin ridges. While adding more layers (6) models how the thermal blankets are constructed, but at that scale, they were too stiff, resulting in something that looked like a larger scale tarpaulin. (I use matte medium instead of white glue because it is less brittle when dry.)

The epoxy putty sheets are another armor technique, and would probably work well in the hands of an artist, but in mine it came out as I'd made them, like I'd poked it with a toothpick. It was hard to roll thin enough to approach scale and still allow wrinkles to be embossed. It also seemed more willing to stick to the roller and tools (both of which I'd wetted to prevent that) than the target surface. With practice, I think it could yield excellent results, but I didn't have that luxury.

The remaining technique (5) was to build up a lumpy surface with random splotches of Mr. Surfacer. Its tendency to self-level undid my best efforts, leading to a gently undulating surface. A technique I contemplated was "trompe l'oeil" – painting the shadows and highlights of what a 3D surface would look like. I rejected this for two reasons: first, my general lack of artistic ability, and second, as the light source moves relative to the model, the shadows don't move – its only correct for one lighting arrangement.

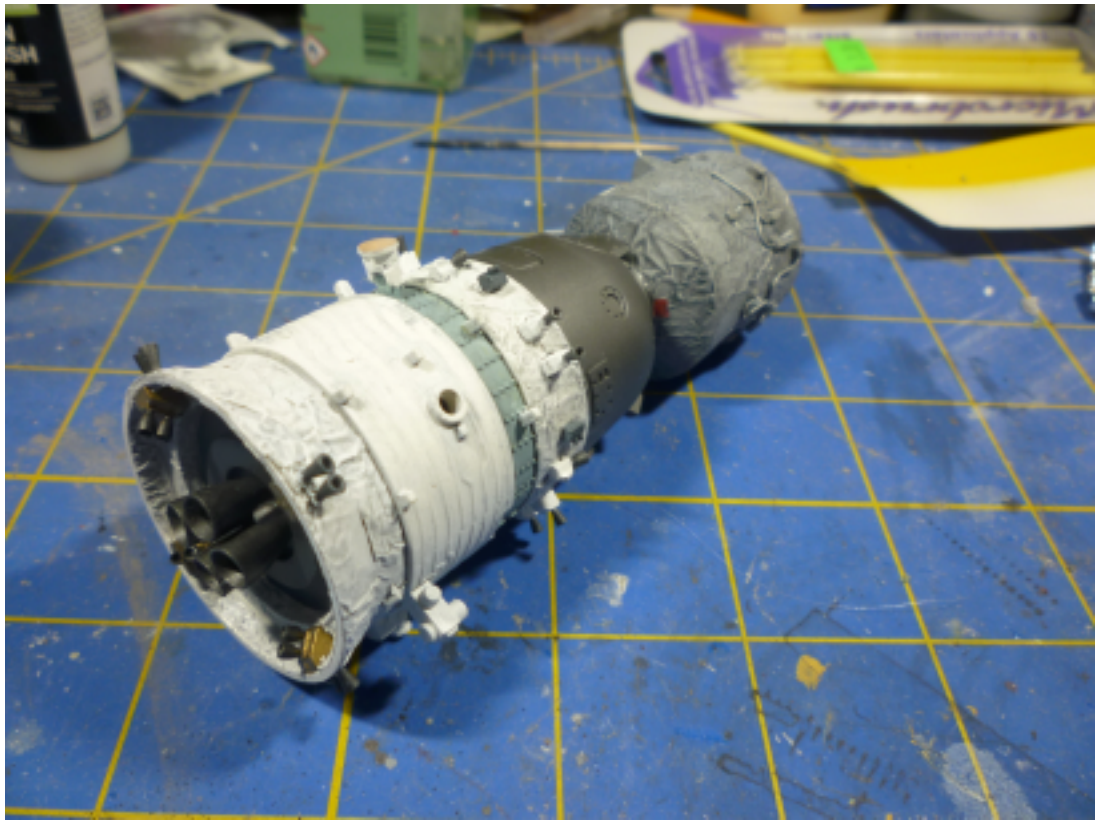
After letting everything dry, I primed the surface for uniform finish and a sense of the final appearance



To my surprise, the aluminum foil coated with Mr. Surfacer gave, for me, me the best overall effect for a small time investment. If I were to invest the time to learn how to sculpt, I think the epoxy sheet would probably yield the best results.

Soyuz TMA-7 (via wikipedia)

Shenzhou service module (via China Manned Space Engineering Office)



1/72nd Shenzhou model

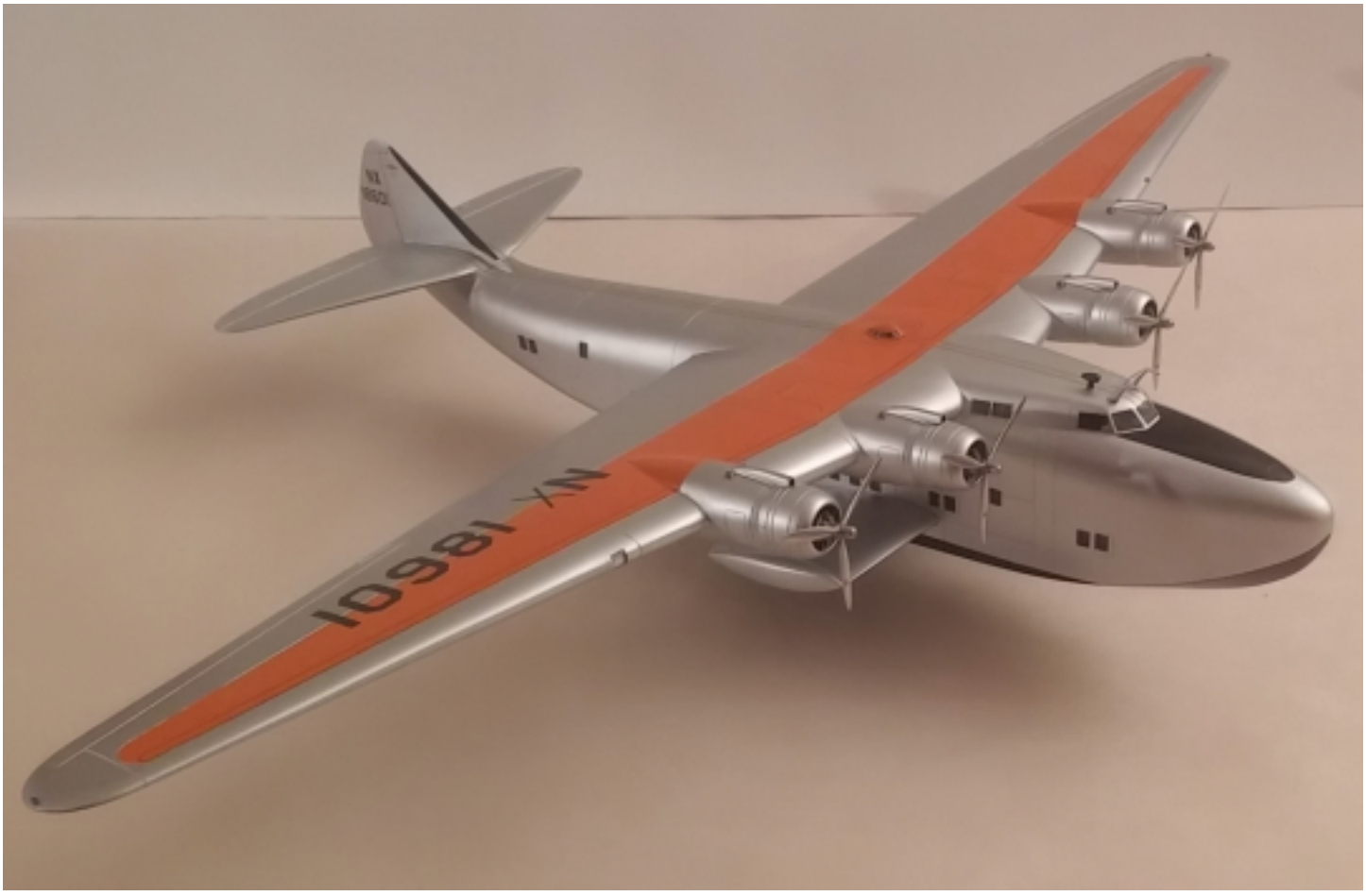
Anigrand 1/72nd Scale Boeing 314 Prototype

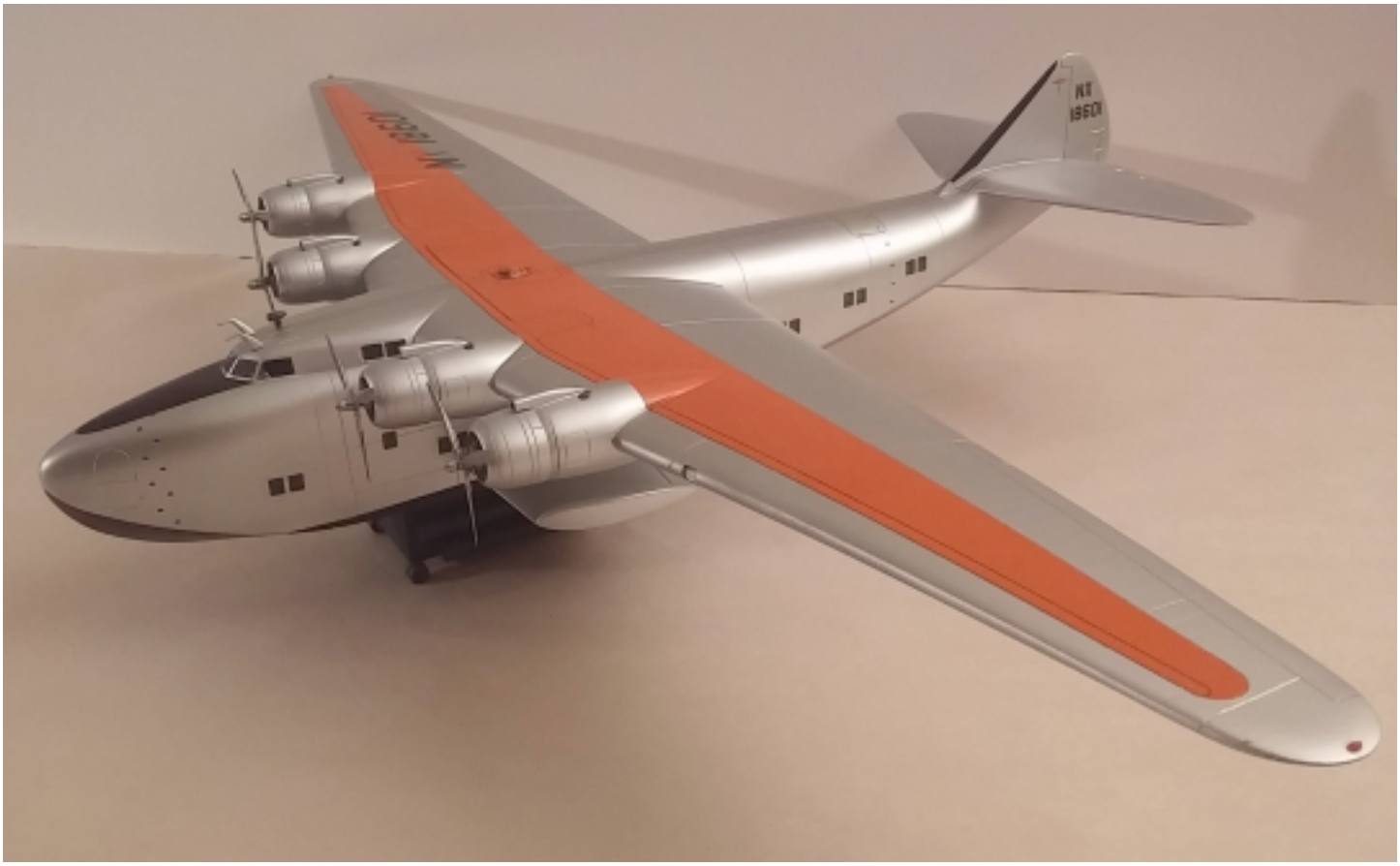
by Bill Glinski

I bought this at one of the Spring Shows when I heard that Rareplanes Detective had the brand new Anigrand C-98 Clipper (I guess they marketed it as that to get around paying license fees). And like Phillip Fry from *Futurerama* I shouted "Shut up and take my money!". Hindsight is...$165 bought me a box of mixed feelings. As far as I can tell this kit was developed from the Combat Models drawings (I have that kit too). Anigrand went as far as engraving the upper wing paint demarcation lines for the International Orange as panel lines. Though parts are provided for the prototype, no decals for it are included. All the markings were made in Adobe Illustrator and printed out on an Alps printer.

I'm glad I didn't get AMS on this kit otherwise it would have wound up in the trash. I left the interior empty, used the minimal flight deck and threw out the heavily frosted clear resin parts (a couple of other Anigrand kits I own suffer the same problem). The flight deck windows were made from an old CD case and the fuselage windows were made from bar counter clear resin. If you're like me in a hardware store, I'm always looking at products and asking myself how I could use them in modelling. For $4.99 on a clearance table I figured why not? I read the instructions and they suggested a heat gun or torch to remove any bubbles. I taped the outside to provide backing for the resin then poured the resin generously. I used a cooking torch for more precise application of heat. I stole it from my wife. She still hasn't missed it after several years, shows you how often we have Creme Brulee in this house.

Cowlings were hollowed out and Engines and Things engines were mutilated and forced into the too small cowlings. I used four props from my highly precious stash of Aeroclub parts to replace the unusable kit renderings. The worst part of the build was the wing to wing root thickness. The wing root was a good 1/8" too large all around. After several evenings of grinding, filing, sanding, and swearing I got them to match up. Tamiya rattle can gray primer was used and after corrections and a final sanding the final primer coat was followed by Alcad Aluminum. The orange is Model Master International Orange with some yellow added. Ya really gotta love and want a 1/72nd 314 on your shelf to endure the challenges and the price tag (the Combat Models kit is way up in price these days).





~~Kit Review~~ Scratch-Built Marvel - Sturdiness & Utility 'Flies' by Toddler Hyper-Energy

by Scott Kruize

“Scratch-built” is a concept recognized in several IPMS judging categories. Honorable places to put builds, showing how more effort was required than just painting and gluing together a bunch of pre-engineered and -molded plastic parts. Let's see credit for this kind of effort, in my latest build.

Now, I suppose some of you accuracy fanatics look at the KCLS Kruizer and come up with all kinds of nitpicks: dimensions are not verifiably true to scale…panel lines are unconvincing…no documentation supports the airframe designation number…the instrument panel and other cockpit detail is inadequate, yet hard to see…wheel hubs haven't defined forged spoke patterns...propeller blade profile and pitch are obviously off...insufficiently complex engine detail with no attempt to simulate valve guides, ignition harnesses, hydraulic lines, etc...the control surfaces haven't been set to realistic droop angles for a ground-bound aeroplane…that can't be a Sharper Image® flight briefcase the pilot's holding...Pick, pick, pick!

Well, who cares what you think? You're not Master Owen, age 18 months, and the proud new owner and operator of the Kruizer. Nor are you Owen's mother Heidi, nor father Ramone, nor his grandmother Patty – my friendly local KCLS librarian – who must see to Master Owen being sufficiently diverted, amused, and – mainly! – given an outlet for his astonishing level of youthful energy. (Don't you increasingly-feeble Aging Baby Boomers WISH Owen's surplus energy could be refined and sold in capsule form? Hah! – You'd pay ANY price for 'em!)

As it is, Master Owen is busy – as I write this and probably as you read this – pulling the Kruizer around on its tether all over the house and yard. Making zooming engine noises! Compared to his other activities, this couldn't be less noisy and disruptive. So there! I stand by the quality and utility of my work! (Although in all modesty, I can't warrant that the sturdiness of my build is sufficient for it to survive till his sister Maya, currently a babe-in-arms, joins her sibling's high-level energy activities...)

What about yours, huh? Would that the rest of you all use your formidable world-renowned modeling skills to make similar objects, to the entertainment and satisfaction, of your youngest friends-and-relations, and the relief of your older ones. Why don't you get back to your work bench's obligatory one-foot-square area, and let's see your products. Wanna go head-to-head at our Contest-and-Show – which really, for equity's sake, ought to have a new Category “Pull Toys”... I dare ya! I double-dog-dare ya!

1/350th Scale Trumpeter Pre-Painted F4U Corsair

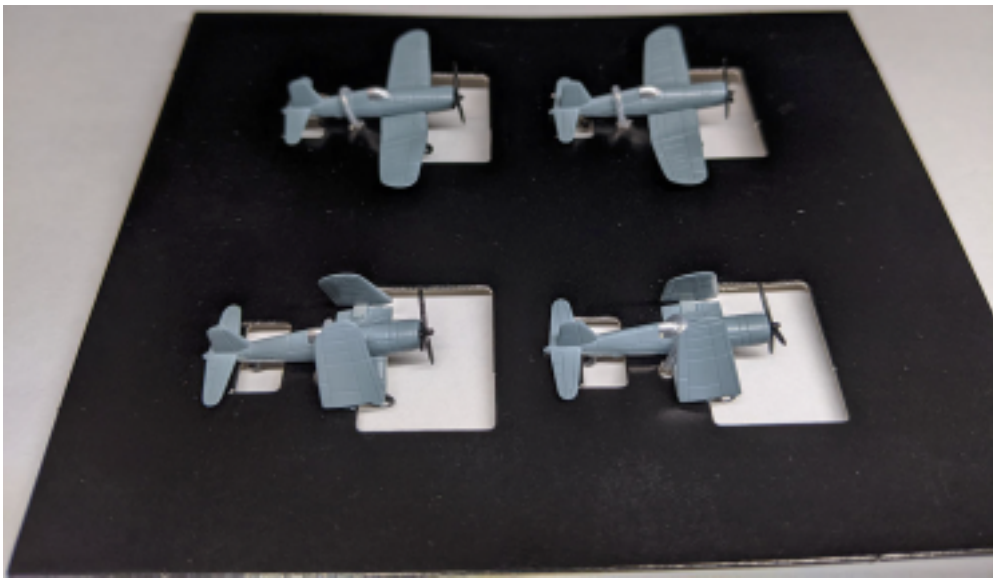
by Tracy White

One of the hurdles for aircraft carrier builders is the sheer size of the air group - in excess of 100 aircraft in some cases by the end of the Second World War. This can be a challenge for many builders and when I saw a couple boxes show up at Skyway Model Shop I decided to buy one to see if it might be worthwhile for people to consider. This set of 1/350th scale pre-painted aircraft comes with four to a box instead of the standard six to a box for the standard Trumpeter aircraft sets and retail for $22.99 versus the $9.95 MSRP of the standard sets. Late war standard squadron size when employing Corsairs was 36 aircraft, so a builder wanting to use these and have a full air group would pay just over $200 per squadron versus $60 per squadron if the only option was list price. A curve ball is that each box has two with the wings folded and two with the wings down and locked. If you want a squadron with completely folded wings you need to double your order to get the number desired. A three folded to one down and locked would have been a much better and realistic ratio. Now that the math is out of the way, let's get to the actual review.

The aircraft come in a box divided into four compartments by foam with a cut out for each aircraft. They are individually twist-tied (coated and not bare wire) to a piece of cardboard to keep them from bouncing around during shipment and shelf stocking, etc.. All four of mine were in one piece with no damage from shipping.

Four colors are used on each aircraft - a close match for the non-specular blue/gray and light gray used from 1941 until early 1943, black for the props and tires, and silver for the canopy. No attempt was made to color the canopy frames separately or to do the yellow tips on the prop blades. Quality of paint application is decent - the photos make it appear more pebbly than in person. There is a slight smudge visible on the bottom of the fuselage that I believe is due to contact with the black cardboard. I tried to gently remove it with a wet Q-tip but saw no change. As it is faint and on the bottom of the fuselage it shouldn't be a visible detraction at all and will likely look like part of the shadow if even noticed on a crowded deck.

Astute observes may also note that the Corsairs have three propeller blades and this is the start of where these pre-painted Corsairs really start to fall apart for use on US carrier models without some rework. The devil is in the details, as they say. The kits are of F4U-1A Corsairs and not -4 Corsairs. This is fine - the vast majority of Corsairs that saw service on US Carriers during WWII were F4U-1A or F4U-1Ds. However, the paint scheme is not correct for a Corsair at the time they actually were in use on US Carriers. Without a significant repaint, these Corsairs are at best suited to some of the land-based units in the South Pacific before the Tri-color scheme was in place (ordered in February of 1943). VF-17 was issued F4U-1 birdcage Corsairs but they had been modified into a tri-color scheme by the time they hit Bunker Hill for shakedown. One could paint some Dark Sea Blue and probably fake a pretty decent tri-color scheme, but you would have to mask the canopy at the very least and that sort of defeats the purpose of a pre-painted kit. It will be up to the builder to decide if these faults and prices are worth it to have a bunch of teeny tiny planes on their carrier decks without having to assemble and paint them.



Macchi C.205 Veltro, by Przemyslaw Skulski

reviewed by Chris Banyai-Riepl

Italy produced some of the most attractive fighter aircraft of the Second World War, with Macchi, Fiat, and Reggiane all building some impressive planes. Towards the end of the war, these companies continued developing new types, whether completely new designs like the Fiat G.55, or modifications of existing aircraft, such as the subject of this book, the Macchi C.205V. As part of the MMP Orange Series, this book takes a detailed look at the development and operational history of the C.205V, as well as a technical description along with colors and markings.

Starting out with the development and technical description sections, these are probably the most interesting, at least to me, as they document the process of mating the German DB605 engine to the Macchi C.202, which was designed around the DB601 engine. While the engines were from the same manufacturer, there were both physical and performance differences that necessitated changes to the airframe and these changes are thoroughly discussed and illustrated.

The coverage on the operators is likewise well covered in both the chapter on users and the chapter on camouflage and markings. The C.205V is one of the few Italian aircraft that saw post-war service, operating in Egypt into the 1950s. The text provides a decent overview history of the C.205V in Italian service, which is an interesting story to tell as the C.205V served with the Regia Aeronautica before Italy split, the Regia Aeronautica and the ANR after Italy split in 1943, and also in Italian service post-war. Other operators covered include captured and foreign C.205Vs in Australian, German, Croatian, and Egyptian service.

Throughout the book there are copious photos showing the Macchi C.205V Veltro in production, active service, and museum examples. This broad selection provides an excellent blend of period operation photos and up close detail photos, resulting in an excellent photo reference. Complementing the photos are the color profile illustrations which show the variety of schemes worn by the C.205V. With so many operators and aircraft switching hands, it's not surprise that there are a lot of color options, and these illustrations help highlight that.

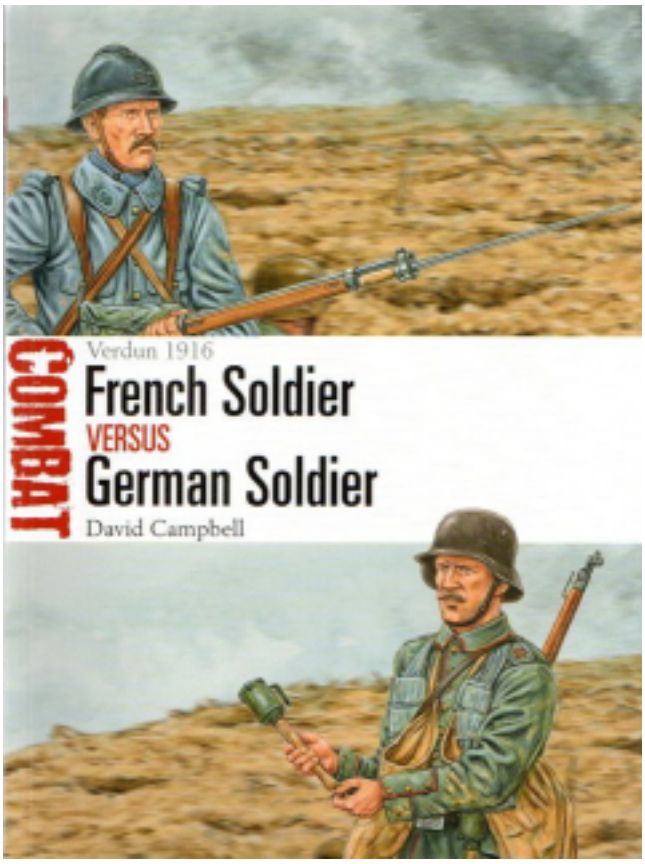
For those interested in the late war developments of Macchi with their C.205, this is an excellent book to have. Like others in the Orange series, this book provides a great balance between history, and colors and markings. My thanks to MMP Books for the review copy.

Publisher: MMP Books
ISBN: 978-83-65958-70-9
Binding: Softcover
Pages: 128

[Thanks to Chris Banyai-Riepl and **www.internetmodeler.com** *for permission to use his and Jacob's articles. - ED]*

French Soldier vs German Soldier - Verdun 1916, by David Campbell

reviewed by Bob LaBouy



In his organization of this book, Mr. Campbell provides a logical approach to this ground combat at Verdun. The Table of Contents provides for the basic outline:

Introduction
The opposing sides
Bois des Caures
Mort-Homme
Fort Vaux
Analysis
Aftermath
Unit Organizations
Bibliography
Index

The publishers' notes include this summary of Campbell's book:

"On 21 February 1916, the German Army launched a major attack on the French fortress of Verdun. The Germans were confident that the ensuing battle would compel France to expend its strategic reserves in a savage attritional battle, thereby wearing down Allied fighting power on the Western Front. However, initial German success in capturing a key early objective, Fort Douaumont, was swiftly stemmed by the French defenses, despite heavy French casualties. The Germans then switched objectives but made slow progress towards their goals; by July, the battle had become a stalemate.

During the protracted struggle for Verdun, the two sides' infantrymen faced appalling battlefield conditions; their training, equipment and doctrine would be tested to the limit and beyond. New technologies, including flamethrowers, hand grenades, trench mortars and more mobile machine guns, would play a key role in the hands of infantry specialists thrown into the developing battle, and innovations in combat communications were employed to overcome the confusion of the battlefield. This study outlines the two sides' wider approach to the evolving battle, before assessing the preparations and combat record of the French and German fighting men who fought one another during three pivotal moments of the 10-1/2-month struggle for Verdun."

As you can read, there are great notes describing the leaders for both the German and French Generals who commanded their respective forces during some of the pivotal battles surrounding the Verdun conflict. I was pleased to see the descriptive coverage about Fort Douaumont, where I have visited several times in recent years, allowing me to learn and see first-hand about the terrible conflict of World War I.

There is also a good deal of detail provided in how the respective armies were recruited and trained. The Tactics and Weapons provide excellent descriptive details, as well as color photos of the respective weapons. These three major battles are described in detail, with maps detailing both the French and German units with battlefield environments and numerous black and white period photos. Another benefit provided in this and other Osprey books, are the descriptive color drawings of the uniforms and weapons for infantry troops on both sides. I can imagine the figure painters among us utilizing these drawings in applying them to models, dioramas and figures.

Though this book is very thorough and compelling in its descriptions, I also urge those interested in the Verdun battles to add the earlier Campaign volume number 93, *Verdun 1916 - They shall not pass*, by author William Martin, to your references.

My thanks to Osprey Publishers for the review copy and my thanks to IPMS/USA for my opportunity to provide this review.

Eduard 1/48th Scale L-29 Delfin Weekend Edition

by Jacob Russell

This is Eduard's Weekend Edition boxing of the AMK (Avant Garde Model Kits) 1/48th scale Aero L-29 Delfin kit. It consists of 121 parts. 113 of these are plastic on five sprues, one of which is clear. There is also a small photo-etch fret containing eight tiny parts.

My impressions of the kit are positive. It is very well molded and detailed. The sprue attachment points are small and well located. Sink marks are confined to the air brakes and lower fuselage. There are some minor ejector pin marks and most of them will prove easy to remove. The clear parts are thin and distortion free.

The fuselage and wing surface detail is recessed panel lines with fine rivets and raised detail where appropriate. The flaps are separately molded and nicely executed.

The wheel wells are deep and they will look great with an oil wash. The fuselage air brakes and front avionics bay can be depicted open. There are some molded-on electrical wires in the bay so get out your smallest brushes to give the bay the detail painting it merits.

The landing gear look good and include molded-on brake lines. The main wheels have separate outer and inner faces so they will be easy to paint. The cockpit is a busy, highly detailed multi-piece assembly. The sidewall consoles have useful raised detail that will come up nicely with an oil wash and dry brushing.

The instrument panels have gauges on the decal sheet. The ejection seats also include decal harnesses but they are a bit one dimensional. I would recommend that you apply the decals to the top of a yogurt container or Tamiya tape so they have a scale thickness. The under wing store consist of a pair of drop tanks.

The kit includes decals for two different aircraft:

A/C No. 2853, 1st Flight, 11th Fighter Regiment, •atec, Czech Republic, 1993. This colorful L-29 was bright yellow with tiger stripes covering the entire aircraft, including the drop tanks.

A/C No. 1928, 3rd Air Base Malacky, Slovakia, 1993. This L-29 was overall Barley Gray with a red nose and wing tips and blue fin tip and horizontal stabilizer tips.

There are three decal sheets in the kit. One is for the tiger stripe markings, the second is air frame stencils and the third is for the seat harnesses, instrument panels and national insignias, etc. All three sheets are up to Eduard's customary standards. They have crisp, bright colors and excellent legibility and registration.

The instructions are quite comprehensive. They include a parts map, color profiles of both marking options and a stencil application guide. The instructions are well illustrated with a logical, easy to follow build sequence. The color call outs reflect current modeling trends in that they now include Mission Models paints as well as GSI Creos (Gunze) acrylics and lacquers.

This is a great kit. It is accurate and highly detailed and it offers two very different, colorful schemes. If you are unhappy with the detail level you can choose from many of Eduard's photo-etch sets. The Aero L-29 served in air forces all over the globe and there are numerous aftermarket decal sheets to choose from if the kit decals don't suit your fancy. I recommend this kit and I would like to thank Eduard for the review sample.

Legends of Warfare M24 Chaffee Vol 1, by David Doyle

reviewed by Blaine Singleton

David Doyle's earliest published works appeared in periodicals aimed at the hobby of historic military vehicle restoration. By 1999 this included regular features in leading hobby publications, appearing regularly in US, English, and Polish magazines. Since 2003, over 100 of his books have been published. Broadening his horizons from his initial efforts concerning vehicles, he soon added aircraft and warships to his research objectives.

The book is divided into two chapters all covering the beginning of construction to the final day.

Chapter 1 - Production
Chapter 2 - Field Use

The book is hardbound with two chapters and 112 pages. It didn't take long for me to read all the book in one night, I was intrigued by a lot of facts about the M24 Chaffee being presented and the information on the tank and the photographs were a joy to look at and read. There are both Black and White, and color photographs in the book. Some of the subjects covered in the book include:

M-24 Chaffee gets name from Maj Gen Adna R Chaffee the first commander of the Armored Force.
The Tank used two Cadillac engines for power and had a torsion bar suspension, both very reliable and made maintenance on the chassis of the tank easy.
The driver's compartment was very sparse for ease of maintenance.
Floatation devices were added to some models so the tank could be used like a boat for shore landings.
The first tanks were sent to Army field units during the Battle of the Bulge.
The M-24 saw front line use in World War II, Korea and Vietnam, eventually being replaced by the Walker Bulldog.

The subject was very well covered with history of the tank's construction, missions, and different upgrades throughout its service. If you have an interest in this tank or if you are preparing to build a model of the M-24 Chaffee, I recommend this book as a reference.

I want to thank David Doyle and IPMS/USA for the opportunity to read and review the book.

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Photo of the Month

IWM Caption: "A French Schneider CA1 tank crossing a trench during training exercises. Note the camouflage the tank is covered with. Marly-le-Roi, December 1916. Source: IWM (Q 70321)

Meeting/Show Information

The April and May IPMS Seattle meetings have been cancelled. The April 18 Spring Show will not take place as scheduled. It is yet to be determined if it can take place later. We will let you know ASAP. Please check the web site at **http://www.ipms-seattle.org** for updates.

Eric will be sending out an e-mail blast to all members inviting everyone to a Saturday (online) Zoom meeting during the hours of our normal IPMS meeting (10:30am – 01:30). If we can't meet in person, at least we can meet online and work on models together. Eric has tried it out, and it is a lot of fun. You can join the meeting via your smartphone or from your camera/microphone-equipped laptop or PC. Look for the e-mail on Friday.