



Seattle Chapter News

Seattle Chapter IPMS/USA February 2020



Getting Better All the Time

Each month I've been trying to share what I know about various modeling techniques to the members of our club through these editorials (and I will continue to do so). We've also been fortunate to have a little time at the end of each meeting for mini-seminars, giving other members the opportunity to demonstrate (and learn) other aspects of this great hobby of ours. No matter what skill level you feel you are, I want to make this club as inviting as I can, and a safe place to learn new skills and techniques from other members.

Short of the IPMS Nationals in August, this rainy month of February brings about what I consider the very best opportunity to see (and learn from) real modeling in action – and that's at the seminars and build tables of the NorthWest Scale Modelers Show (February 15/16). If you are a modeler and you haven't been to this show in the past, I strongly recommend that you try to make the time to attend; both days if possible.

The seminars that are presented each day dive a little deeper into subjects with more detail than what we are able to accomplish at the end of our monthly meetings. The focused discussion and interaction between the presenters and the audience, all in a comfortable and easy atmosphere, make the experience both enjoyable and informative. There are no wrong questions, and no skill-levels assumed. A room full of modelers often provides a variety of interesting solutions to a problem (as opposed to bully-pulpit newsletter editorials!) I wish we had time at the show for more.



Apart from the seminars, the show also hosts between 30 and 40 modelers actively working on various projects of their own. The variety of subjects is as rich as we see at our IPMS meetings, and a great opportunity for every modeler (from beginner to advanced) to learn, is there. Just pull up a chair and ask a question! Each modeler has their own approach and their own array of tools and techniques. This hobby continually throws challenges at us, and more often than not someone at these tables has a workable solution.

And, oh yes, this all takes place in a great big, dramatic room with thousands of models on display among hundreds of real aircraft and museum artifacts. The models on display are grouped by modeler, and the collections are comprehensive – a life's work. I personally find the experience a fascinating insight into (both) clubs' various members – what their personal journey has looked like, and their devotion to the hobby. Many times, I see a completed version of something I am working on, and a few minutes talking with the modeler will help me with my own project.

And it's all free – just bring at least one completed model for free entry to the Museum, and to the show. A wristband from Show Director Tim Nelson will extend that for both days.

While our own IPMS Spring Show in April gives modelers to chance to purchase models, industry literature and supplies, win at the raffle, bring our children in for a Make-n-Take and, of course, compete for recognition with our own creations in the contest, our Spring Show doesn't provide modelers the same opportunities to learn and grow as the NWSM Show.

How lucky we are to have both.

Eric

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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 10:30 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 accessible place.

February 8

April 11 (VFW Hall)

March 14 (VFW Hall)

April 18 (Spring Show Renton)

IPMS/USA MEMBERSHIP FORM			
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NorthWest Scale Modelers Show: February 15-16

by Tim Nelson

The NorthWest Scale Modelers Show at The Museum of Flight on February 15-16 is fast approaching. It is an opportunity to show off your models, and promote this great hobby, to a very large audience. It's also a chance to bask in a weekend of modeling without judging, being judged, or spending your hard-earned cash on vendor wares you really didn't need anyway.

If you never participated, why not start this year? Celebrate the hobby, enjoy the work of others, chat with your fellow modelers, and learn from an

eclectic mix of seminars. This two-day show is a pure exhibition, not a contest, so come enjoy a relaxing weekend immersed in your favorite hobby. Although the main model show is organized simply by modeler, we will have one special group display organized by Scott Kruize: "1945". Eric Christianson has assembled a variety of cool modeling seminars in the small neighboring theater - learn and discuss. There will be ample working tables for the public to see modelers in action; bring projects to work on. Museum admission is FREE all weekend to exhibiting modelers.



If you received a show e-mail over the holidays, you'll see a detailed pre-show briefing a week or so before the show. If this is news, please contact Tim Nelson (e-mail timsan@comcast.net) or Jim Bates (rcaflawyerpilot@gmail.com) to ensure you are on the distribution list. See you at the show!

NWSM Show Seminar Schedule:

Start Duration Title and Presenter

Saturday, February 15

11:00	30 min	"Starting in on Plastic Kit Modeling: Basic Tools and Techniques" - Scott Kruize
12:00	60 min	"Paint It Black - Tips for Adding Depth to Your Finishes" - Eric Christianson
01:00	30 min	"Making Your Own Precision Masks" - Tim Nelson
01:30	30 min	"Air Travel With Models" - Tim Nelson
02:00	60 min	"Scratch-Building Fantasy Models" - Steve Hilby
03:00	30 min	"Resin 101" - Chellie Lynn

Sunday, February 16

11:00	60 min	"Digital Sculpting/Modeling Demo in ZBrush for 3D Printing" - Brad Willner
12:30	30 min	"Making Super Realistic Scale Barbed Wire for Dioramas" - Bill Huffman
01:00	30 min	"Making Realistic Bases for Dioramas" - Bill Huffman
01:30	60 min	"Airbrushing 101 though 909 - Frequently Asked Questions" - John Miller
02:30	60 min	"Do It Yourself Decals" - Ken Murphy

AFV Club 1/35th Scale M1296 Stryker Dragoon

by Blaine Singleton

The instruction booklet was divided into 18 pages of clearly marked parts. The instructions contained 38 separate steps to complete the model. At the end of the instruction booklet there were painting and decal application illustrations. Contained in the box were 19 different model part sprues molded in olive green. Also contained in the kit, eight rubber tires and a thread type tow cable. Two sheets of PE are included with the kit. There were two clear sprues of parts for the kit, for light lenses and view ports on the top of the vehicle body. The decal sheet was sparse with vehicle id numbers and stencils. The vehicle had very few areas for the application of decals. Application of the decals went easily, and the carrier film was not very thick.



The first 10 steps were the assembling of the suspension and running gear for the vehicle. A nice touch was the addition of four aluminum cylinders in the shape of shock absorber struts on either side of the front two axles. Sections 12-21 were building the upper shell of the body including installing all the armor plates. Steps 22-32 finish out outfitting the body with vision ports and smaller detail parts. All parts fit together nicely. The inclusion of rubber tires in the kit was much appreciated. Once the model was completed, they accepted weathering very well.

Sections 33-38 build the turret including the armor plates, cannon (molded in two plastic halves) and assembly of the machine gun.

The seam between the rear of the vehicle and armor plates on both sides of the body was hard to close so I ended up filling the vertical gap with Vallejo putty, and that was the only place on the model I had to use any filler material. The back section of the model was nicely detailed and had a rear access door that could be left open if there had been parts to build an interior. Maybe that could be included in the next version of the model.

After the chassis and turret were attached, the last of the small parts were added. The hand tools were painted and put in position. I held off attaching the rear-view mirrors because these were very easily broken off the body. After looking at some reference photos I saw that the rear-view mirrors could be folded next to the body, so I chose to mount the mirrors in a folded position. There are small equipment strapping bundles attached to the outside of the body of the vehicle. I added some and did not like the way they looked (my personal preference only) so I chose to remove them.

For something different I decided instead of using the normal headlight clear lenses for the headlights, to paint the inside headlight housings with silver. I then filled the housing with a UV glue called Bondic and cured the glue. Turned out that the headlight unit looked very realistic.

Radio antenna were fabricated by stretching sprue per the instructions.

I decided to prime the model with black Krylon paint to provide a shadow effect under the base coat. I let the primer dry for 24 hours, once dried, I sprayed white to highlight areas on the top and sides of the vehicle, the white was a 50-50 mix of Mission Models paint and mission thinner with one drop of Mission Clear Primer.

I applied Mission Models Paint number 30 Russian Dark Olive to the turret and the body of the vehicle. The paint was diluted with 50% thinner/50% Dark Olive and one drop of Mission Clear Primer. I sprayed the paint in light coats to be careful not to delete the white pre-shade already applied.

Once all the paint had dried, I came back and sprayed the base coat thinned with 10% white to further highlight areas of the body and turret. I was pleased by the results of my primer shading, base coating and base coating highlights so far.

The jerry cans supplied for the back of the model were painted with Mission Models US Army Sand MMP-086, also 50% paint and 50% thinner and one drop of Mission Clear Primer.

I added a filter on the overall model of Abteilung 502 Olive Green oil paint mixed with Mona Lisa enamel thinner. This effort gave the effect of modulation to the paint.

After applying the decals, I applied a clear coat over the whole model. I used Mission Models Semi Gloss Clear, 30% Clear 70% thinner sprayed in light coats to give the model an even coating and cover the decals.

For paint chipping I used Mission Models Paint black, brown, and red. That mixed color was applied to areas susceptible to chipping on the real vehicle, via foam pad pieces dipped in the paint. The foam was dabbed on a paper towel to remove most of the paint, then applied to the model.

I mixed Abteilung 502 Sepia to make a pin wash and applied around hatches and on rivets to bring out details on the model. For oil paint highlights, I used Abteilung 502 paints Light Green, Dark Green, Blue, and Buff to apply a dot filter and then blend the colors. I airbrushed Black ink onto all the grillwork on the model to give it a smoked effect. Highlighting some areas of sharp angles on the model was done with graphite to give it a metalized look.

I used Vallejo pigments light dust to the running gear and fender areas to give the dusty look to the model. I applied the pigments quite heavily then came back four different times to remove layers of the pigments and get to the amount of dust I was looking for.

I have not used AK Interactive Weathering Pencils much before, so I decided to give them a real try on this model. First, I applied pencil marks in areas I wanted then came back with a damp paint brush and was able to blend the colors into the basecoat. I will use this technique on more models now because I was quite happy with the results.

I used Mission Models Matt clear to cover the model and take the shiny sheen off the model. When that was dry, I came back in a few small areas and sprayed some of the base coat to give a varied sheen overall.

There are four clear parts at the base of the turret that needed to be masked before paint application. I applied to them Mr. Sol Liquid Mask masking fluid, the one in the Blue top because this mask liquid has no ammonia in it to disturb the surrounding paint.

While this was a great detailed model to build, I have some changes that might make it an even better project for the future:

First is the attachment of sprues to some of the parts, one area is an attachment between the hinges of a hatch. This area is very small to get into and the sprue is difficult given the hinge mechanism of the hatch. I think the sprue attachment could be on a different part of the hatch that would make part cleanup easier (see photo at right).

Next is an area associated with the assembly of a headlight unit. This is in step 29, one of the pieces has no label part number and given all the sprues to look for the part on, this can be taken care of with a reedit of the instructions.

Some sub-assemblies had too many parts to them, like the headlight unit. I think this could have been done with fewer parts and still been quite detailed.

Given an assembly that requires several parts, it would be nice to list the sequence of part assembly. I found some confusion with a couple of assemblies that I added the wrong part only to find out that it was out of sequence and had to be removed. This also could be accomplished by a further edit of the instruction sheet.



One thing that I thought was a nice touch was some included pictures of assemblies on a real vehicle. Not only were the photos of assemblies appreciated to see their configuration, it is also great to see a color photo of the real color of the vehicle.

The AFV Club Stryker M1296 Dragoon will be a nice addition to anyone's model collection. The model has a lot of detail and parts fit together nicely.

Thank you to AFV Club for the opportunity to build and review this model.



***French Bombers of WWII*, by Jose Fernandez and Patrick Laureau**

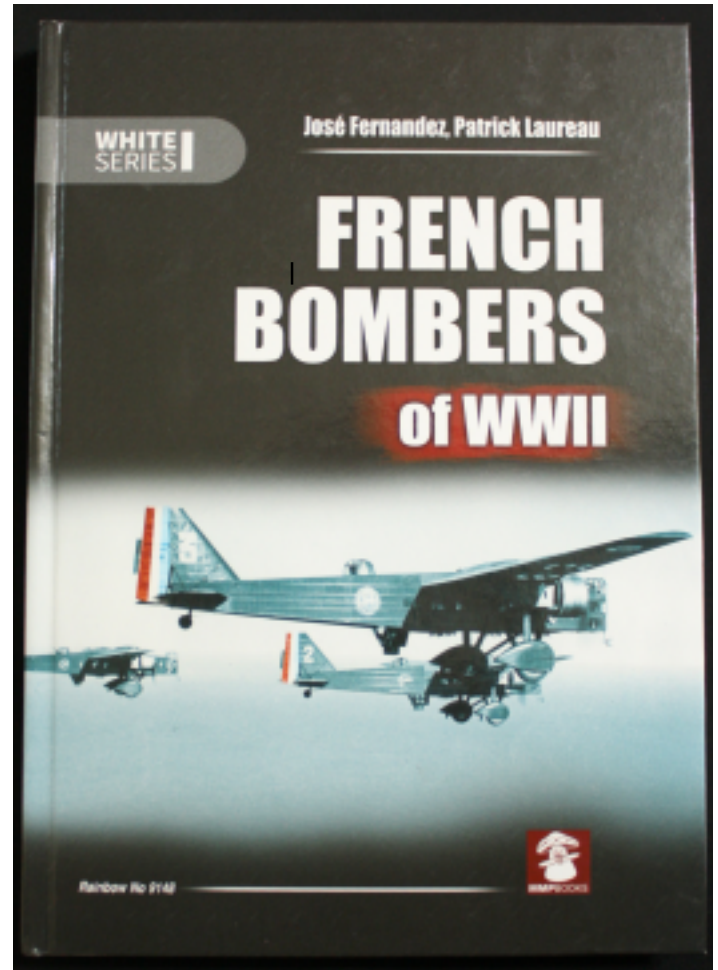
reviewed by Terry D. Moore

Due to economic and political issues in the 1930s, as well as for how they perceived the next war to be fought (i.e. the Maginot Line), the French did not keep up with rapidly advancing aeronautical technologies. Consequently, their bombers and fighters were obsolete well before the onset of WWII and by the time the war started, more advanced designs were finally starting to be produced. Unfortunately it was too little - too late.

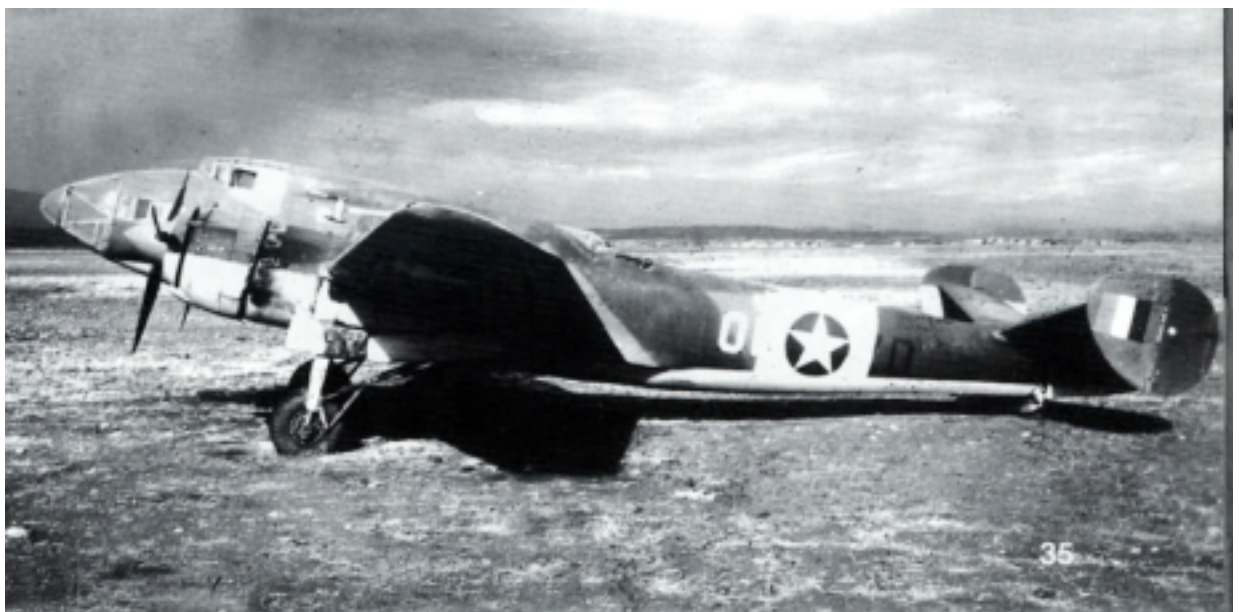
Box-like fuselages, engines in separate nacelles, multitudes of struts, fixed undercarriages, minimal armament, and so on were typical of French bombers of the 1930s.

I've never been a fan of French bombers of the '30s until I came across the following book: *French Bombers of WWII*, by Jose Fernandez and Patrick Laureau, from MMP Books. It covers, in depth, most all the bombers (plus a few other types) of the French Air Force. It also includes coverage of American aircraft as well, the Martin 167 "Glenn" and the Douglas DB-7. Each aircraft described includes design, production, and operational use, as well as variants of each type. The book is lavishly illustrated with many photos of each aircraft as well as line drawings of each, and multiple color profiles of each aircraft. I've never seen so much information on French aircraft in one book before and it's a welcome addition to my library and as soon as someone issues a 1/48th scale kit of the Amiot 143 or Leo 451, I may have to sell one or more of my B-17 kits!

Highly recommended.



*An ex-Luftwaffe
LeO 451
captured in
Sicily and used
by the 57th FG,
USAAF, as a
hack.*



Murphy-esque Hosting of Build Session – I.S., C.B., M.E.*

***(last line of this report will clarify)**

by Scott Kruize

This last Monday in January, Ken Murphy hosted a build-and-bull-session get-together. His guests were Ed Pinnell, George Stray, Brian Medina, myself, and our recent-past Prez, midway towards a new life on the other side of the planet, Andrew Birkbeck.

No surprise that such a group worked mostly on armor. George and Brian, of course. Their host joined in armor building, temporarily leaving off work on that incredibly elaborate Pe-2 he's committed himself to doing a review of, and worked instead on a 1/48th-scale Cromwell tank. Ken explained later "Got it from Andrew and for a TNI - or my build sessions, it's easy to clip and clean parts and maybe a little gluing, no painting required." He failed to explain, however, this sudden Anglophilian compulsion...seeing as how he's a stereotypical Irish/German All-American mutt, with – so far as anyone knows – blood containing no English heritage...

(I'm a completely different All-American mutt: Swedish/Polish/Dutch. I have no patience with questions on the upcoming Census relating to ethnicity. If I were in charge, that section would have an extra check-box most of us would end up using: "I have difficulty enough remembering who I've been to bed with...and you expect me to know all about my ANCESTORS' playtimes?!")

Ed had a submarine; Andrew a ship; I partially assembled two Boeing 747 airliners. I don't normally build airliners, but the two 747 kits were acquired by happenstance: one at 1/200th scale by Hasegawa, the other an Academy at 1/300th, part of a secondhand kit found at Value Village, missing the Space Shuttle originally included. I got all the engine-nacelle subassemblies done for both and glued them to the wing panels.

Not far away, as we worked at Ken's dining room table, were two young girls. George's daughter Annabell was turning nine the next day, and apparently has good rapport with Ken's granddaughter Ryann, age ten. Of course, besides actually speaking to each other, they busily thumbed their smartphones to feed each other favorite social media pages and entries. We made no attempt to follow any of this...but it did give rise to a table discussion about What To Do as one's precious "little girl" becomes the dreaded Teenage Girl. Ancient MAD Magazine cartoon caption: "My teenage girl has the mind of a child, the body of an adult, and the rebellion of a communist on Wall Street!" So far, so good, but I think Ken, George, and all of Annabell's and Ryann's friends-and-relations are closely committed to Watching This Space For Developments...

To keep my article writing above reproach, or any hint I might be promulgating "fake news", I sent out emails after our session for some clarification from our attendees. Here's Ed:

"Well, now that you've asked...It is a sub, a German Seehund in 1/72nd from ICM Models. The plastic is soft and glues fast...a ton of flash...the observation hatch is solid, not clear...and the minute parts, etc., torpedo props are scary fragile...the parts fit is slightly off...and some issues with the conning tower fit...observe, line up where the fit is correct, adjust and glue...started it at Ken's and haven't touched it since in that my schedule for completion is April to enter it at IPMS Seattle. I was looking for a sub in 1/72nd which could be competitive if done very well and found this cheap on eBay...this category is available as an entity in some contests. Got an interesting camo scheme to do and should be OK when done with my Infinity airbrush using the .015 combination. The 1/72nd Seehund Bronco kit seems way superior to ICM and that's a possible next step. For some reason I like subs and have had success with this category in contests. Still looking for that elusive Mongolian Navy double conning tower subject, but, Oh Well! Hope this helps and that I have now have stayed in touch and also that this is not fake news."

Ed: you're curious why I sent that e-mail inquiry? This is why!

Andrew brought two 1/700th-scale Japanese kits; the same World War II warship kitted by a Japanese company with a long interval between them. I looked at both kits' contents: the older one was neat, nicely molded with decent detail and no flash; looked fine. The second was an order of magnitude better in every way: astonishing level of detail, way higher kit parts count, many of which looked to my eye to be too fine and small to be safely removed from their sprues, even with the elegant MicroMark cutting tweezers I'm devoted to, and have written about for this newsletter. These fine details were augmented by a fret of even finer brass photoetch. Andrew replied to my e-mail inquiry:

“The kit from the “Then and Now” archives was the IJN Light Cruiser *Katori*, molded by Aoshima. This initial kit was from 1973, the new kit, all new tool, was from 2011.

I acquired the 1973 kit from IPMS Seattle member Rick Heinbaugh, who has been encouraging me with my ship endeavors. I bought the 2011 kit from Free Time Hobbies (a US ship model Internet firm) on sale, half price: \$14.99.

So not a NABBROKE adventure for me. [*Nostalgic Aging Baby Boomer Real Old Kit Experience; I'd asked because at the session, he didn't say that he ever built either kit before. - SK*] Just a lovely example of “Then and Now” kits.

According to fellow member Tom Dunford, 1/700th scale is “The Gentleman’s Scale” for ship models. As opposed to the larger 1/350th scale. Yes, in 1/700th, I can carry the box easily and the model turns out to be small enough to travel with.”

Andrew went on to larger issues affecting him when he does move all the way to the other side of the Pacific Ocean:

“There are no “local” model shows in NZ, all require either long drives in a car, or trips in aeroplanes. I plan on attending shows in Australia, and the USA, finances permitting, in the future. I am reliably informed that the IPMS New Zealand National Convention is no larger than the IPMS Vancouver BC show. So I will be trying to get my “model show fix” via overseas shows. Thus I need smaller sized models, such as 1/700th scale ships, to carry aboard the planes if I am to enter the shows.

I am more than happy to stay in touch with anyone interested in staying in touch with me. My new home today numbers 26,000 permanent inhabitants. While it has a hobby shop, I am not sure how many local modelers there are (many of the shops in town cater to the huge tourist trade that my town is famous for). I am going to make it my business to find out. I hope to organize gatherings similar to Ken’s and TNI if I can find a few like-minded individuals.

The closest model club involves a four-hour round trip. Since they meet at 7:30PM on the last Thursday in the month, and usually retire to a pub afterwards, I won’t want to be driving following the meeting. Thankfully I have found a very affordable Air BNB establishment within two blocks of the meeting rooms. My plan is to drive up the event earlier in the afternoon, and find a suitable café for dinner. Then drive to the meeting, have fun with the eight members (it isn’t a big club), and retire to the Air BNB. In the light of day I will have breakfast, and then drive home.”

How about it, guys? Can we keep Andrew 'in the loop' with us, regardless of physical distance separation?

Later, Ken clarified that Papa Murphy's (bummer! No relation to Ken, so no free pizzas!) provided the Combo, Chicken and Cheese pizzas, while Brian brought the Pepperoni he got at Costco. I myself contributed a six-pack of 'Alternative Dimension' from Trader Joe's...which I couldn't partake of at that lunch... I'm such a pathetic lightweight, I can't safely drive after even one beer...

Ed and I both left about two-ish. The following day, when I asked Ken how long his session had gone on, he tried to tell me his group partied into the wee hours, and had to be broken up by the University Place police. Perhaps he was trying to have me recall our carefree weekend party nights back at the UW, and convince me he “still had it!” But I know better and pointed out that, considering the amount of rambunctiousness we generate at our age, they wouldn't have needed to send in the SWAT team...but would probably be accused of police brutality and grossly overreacting, if they'd sent Jennifer, their part-time temp student-apprentice parking-meter checker. Added to our indisputable knowledge that Ken's wife Lauren would've thrown out any and all guests trying to stay past 9 pm, he retreated from his claim and admitted they wrapped everything up at about three, so he could take Ryann to her ballet class.

Reference to ballet reminds me that, while busy prepping parts for our builds, we had high-minded conversation. Besides the matter of girls becoming teenagers, and closely-related speculation about how low the age of menarche could go, we considered Andrew's assertion that kits have gotten steadily and significantly better, whereas if you correct for inflation, our out-of-pocket expenses Now have been roughly equivalent to what they were Way Back Then...so in a sense, we're getting all those gains in kitmaking sophistication and quality enhancement for free.

Other topics included the growth of international air travel, foreign approaches to the whole healthcare/insurance/tax/income situation, and the enormous expense of housing. Over time, wherever and however modestly one starts, remodeling and home improvement are insatiable consumers of time, difficulty, and expense. Yet some people even go further, deliberately pursuing Conspicuous Consumption. A new house going up near Andrew's in New Zealand is being fitted with window glass covering its entire front wall. The glass

will weigh tons, require serious costly engineering to support it, and of course is all custom special-order-to-the-factory. I didn't conceive of glass panels that can be made that large, but what do I know? Sandy's and my house has a single large, but standard, living room window, and we're content with it. (Anyone want to do a diorama of Andrew's new neighbors' house? No one would believe it's really scale...)

Perhaps because I'm a PoliSci grad – not that anyone's ever paid me one thin dime to be such – I'm sensitive to noticing that a topic we didn't stray near was Constitutional law, and its relevance to certain activities and personalities in current news. There may have been an underlying, uneasy, unspoken concern that if our group happened to include diverse views of the subject, throwing glue bottles and No.1 X-Acto knives around the confines of Ken's dining room table could not be good for polystyrene parts or their owners...

Nevertheless, this get-together confirms my assertion that all our interactions are – and will remain – Intellectually Stimulating, Culturally Broadening, and Morally Edifying.

Tank Wrecks of the Western Front 1940-1945, by Anthony Tucker-Jones

reviewed by Bob LaBouy

This fine book is yet another in Pen and Sword's Military Images of War series of publications. In this book, Mr. Tucker-Jones traces the use and deployment of both Allied and Axis armor through the wrecks left on the battlefields of Europe. The author has previously published over thirty books covering a variety of issues.

Of particular interest is the manner in which the author organizes his pictures, by type of armor rather than date or location. This book provided my only in-depth view of some of the early tanks of the 1940-45 period. I had almost no knowledge of the Hotchkiss or Renault tanks and only a passing knowledge of the Char tanks nor the many variants of the Churchill tanks.

I was surprised to see my first photo of Michael Wittman's Tiger tank after it was destroyed outside Villers-Bocage on June 13, 1944. This photo provided several photo details I had not seen previously and hope to include in a future model of Wittman's tank. I have attempted to provide some scanned images from this book to provide a better understanding of its terrific photo collection. Many of the included images could be the basis for any number of dioramas, with partially burnt-out tank hulls, completely destroyed tanks, or tanks on their backs.

This book is strongly recommended, primarily for its many very interesting photographs. I would like to thank the Pen & Sword Military Books Ltd., and Casemate Publishers and IPMS-USA for the opportunity to both read and review this work.

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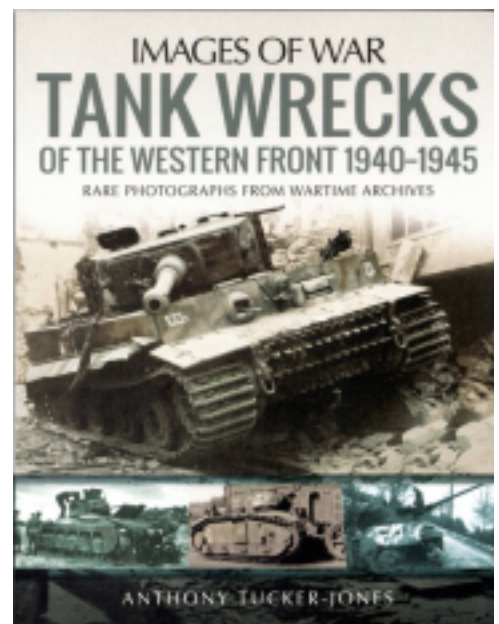
Chapter Ten: Tiger I and II

Other related titles in the Images of War series by Anthon Tucker-Jones

ISBN #: 978 1526741547

Other Publication Information: 9.5" x 7.5"; 130 pages, heavily illustrated with many black & white photographs on almost every page.

Price: \$22.95





The rear of this Char B1 shows how well its armour could stand up to enemy fire. There are almost a dozen strike marks.



'Vendee II' and its partner lost at the roadside. General Charles de Gaulle's counterattack at Montcornet and Abbeville involved Char B1s but they were pounded to a halt by the Luftwaffe and German artillery.

59



This burnt-out Panther was either fighting partially hull-down or managed to get itself well and truly stuck in the mud.



GIs pose with a Panther Auf G which has suffered a direct hit to the left-hand side.

114

Photo of the Month

IWM caption: "[Boeing] Fortress Mark IIA, FK197, outside the Scottish Aviation workshops at Prestwick, Ayrshire, where it was being fitted with special wireless equipment. This aircraft eventually served as a GR Mark IIA with No. 251 Squadron RAF, which undertook meteorological reconnaissance flights from Reykjavik, Iceland in late 1945." Source: IWM (CH 6885)



Boeing B-17 Fortress in RAF Coastal Command Service [Second, Revised Edition], **by Robert M. Stitt**

reviewed by Tim Hortman, IPMS #19789

This softbound book is 224 pages and includes a wealth of information for the aircraft enthusiast or model builder.

The back cover reads "Rejected as a bomber by the RAF, the B-17 was used extensively as a long-range maritime reconnaissance aircraft by Coastal Command. This book tells the fascination story of these operations, a vital but often overlooked part of the fight against the U-Boats. All the aircraft involved are listed, and the tedious but essential work of their crews described, including some epic encounters with enemy submarines. Fully illustrated with many wartime photographs and scale plans of the airframe modifications." This is a great summary of what this fantastic book is all about.

This second revised edition includes more information and some minor corrections from the first printing. Included with this volume are both the original introduction and forward, as well as one for this second edition. Per the author's introduction to this second edition: there are some minor corrections, as well as new information on color and camouflage schemes, greater Lend-Lease background information, over 80 new photographs, diagrams, tables and document extracts as well as updated scale drawings. The author notes that both the first edition and the amendments to the first edition which were printed online should be considered out of date as their content has been revised and is included with this printing.

I was very impressed with the research and time that went into the publication. I'd say without any reservation, that this would be the source for the modeler if you were looking for more information for the RAF Coastal Command Fortresses. The text is very readable and keeps the reader interested and engaged. The text is backed up with hundreds of excellent photographs telling the story of these aircraft. While the majority are black and white, there are some very nice color photos included as well. In addition, there are scale plans and full color profiles of various aircraft.

There are also five pages which list the author's primary and secondary sources, as well as acknowledgements if the reader wishes to do their own investigations. I don't think that you would need to, as in my opinion, the book itself covers just about everything one would want to know.

Besides the photos and profiles; of particular interest to us in the modelling community are the tables at the back of the book. "Appendix K: Camouflage and ASV Radar Configurations on Delivery to United Kingdom Fortress IIA and II". This also includes known delivery paint/color schemes. "Appendix L: Anti-U-Boat Squadron Allocations and Code Letters - July 1942 to April 1945".

This book is simply brilliant in the amount of information it passes along to the reader. If you're interested at all in aviation or the B-17 in general - you really must add this title to your library.

There are a great number of non-standard B-17 color schemes included here if you are looking for something different for your next Flying Fortress build.

I highly recommend this book.

Thank you to Casemate Publishers for the review sample and IPMS/USA for the opportunity to review the publication.

Company: Mushroom Model Publications (MMP Books)

ISBN #: 9788365281548

Other Publication Information: B&W and color photos; scale plans; color profiles; Softbound A4 (8.3x11.7 inches); 224 pages

Price: \$53.00

Product / Stock #: 9134 White Series

Fortress IIIA FK195 "L" of 208 Squadron as marked and equipped during the sinking of U-boat U-169 on March 23, 1943, with Flt Lt William "Willie" Pennington in command. Scheme: Temperate Sea with White. (See pages 73 and 78)



Fortress IIIA FL459 "J" of 220 Squadron, Azores, as flown during the sinking of U-boat U-707 on November 9, 1943, with Flt Lt Rudolph P. Drummond in command. Scheme: Temperate Sea with White. (See page 97)

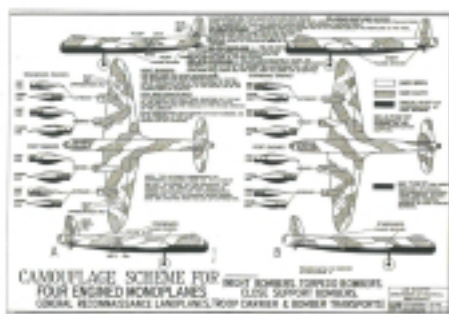
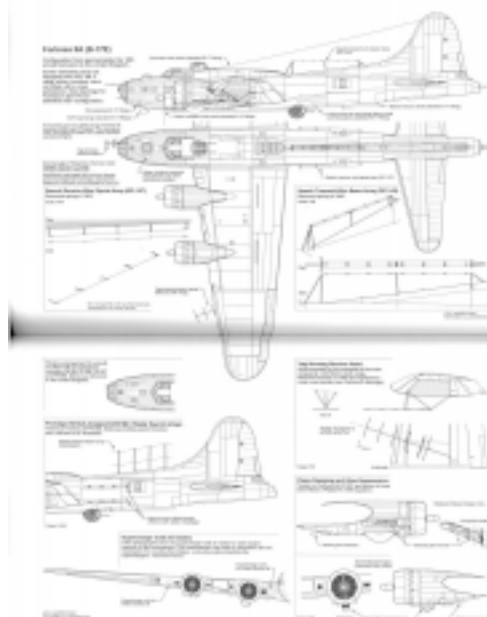


Illustration No. 1001. Camouflage Scheme for Four Engine Monoplanes. Colors as applied to the fuselage and wings, as shown on the left side of the diagram. The scheme is for the "T" type four-engine monoplanes. Landplane, shown on the right, is a modified version.

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IPMS Seattle Dues for Calendar Year 2020

Your 2020 IPMS Seattle renewal form is included below. If you have not renewed by the release of this newsletter you will get a final reminder with this issue. If you do not renew then, you will not get any more newsletters. Dues will be **\$15**, which includes monthly e-mail delivery of the newsletter. You can renew by writing a check to IPMS Seattle and mailing it to the address below. Or you can bring the form and payment to the February meeting, where Club Treasurer Twyla Birkbeck will be happy to assist you.

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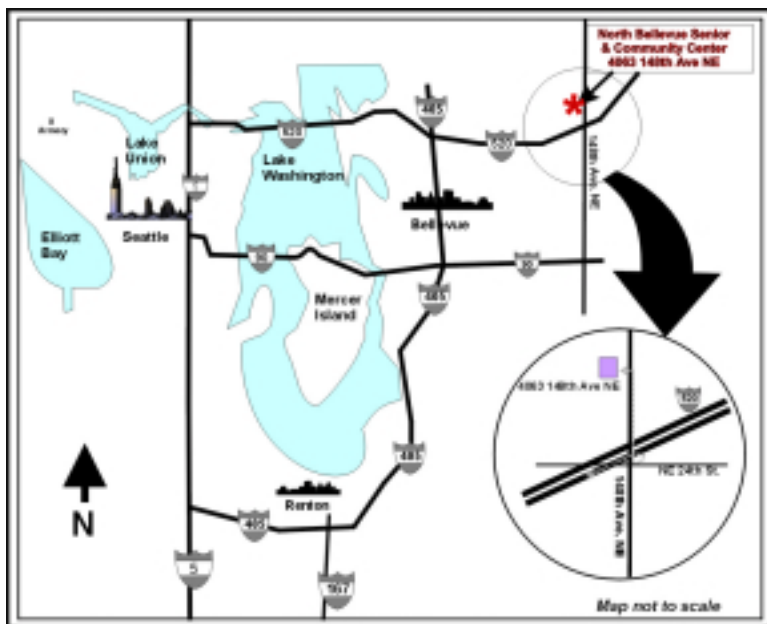
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[☐] Please do NOT release my e-mail and phone information for distributed club rosters.

Meeting Reminder

February 8
10:30 AM to 1:30 PM



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.