



Seattle Chapter News

Seattle Chapter IPMS/USA May 2021



Treating Wheels - Slurry or Shake?

Before we get down to making a dusty mess, let's get some club news out of the way. First; we are still not able to meet in person, as a group, indoors, and that doesn't look like it will change until at least July or August. Let's keep our fingers crossed.

We are, however, able to meet, as a group, OUTDOORS, and a group BBQ is being discussed, as well as regular car-trunk model sales at Marymoor Park. Last weekend we had a total of 35 cars show up (we had Covid-safe space for over a hundred), with about half of those cars full of models to sell. I was able to sell a good third of what I brought, and I know Terry Moore and Tim Nelson (and others) did well also. While the buying and selling was fun, the real plus from last weekend was interacting with a group of my modeling peers away from a computer screen for once! It was fun. We plan to hold similar sales events in the future. I'll keep you all posted.

Mark your calendars for July 17 – Doug Reed and his Mid-Valley Modelers in Albany, OR. have managed to square off a chunk of a Target store parking lot for a 'SUMMER FUN PARKING LOT MEET AND CONTEST'. They'll have canopies set up for the no-fee, people's-choice contest, and modelers are encouraged to bring models to sell out of their trunks or on tables behind their cars. If you intend to sell, however, please register with them so they can plan space accordingly - Contact Colin Harmsworth to sign up at harm1730@msn.com - (971) 304-5395. This is a no-cost event; you only have to get there. All I can say is GERMAN FOOD ROAD TRIP! More on this later once the date gets nearer.

Finally, on to Modeling!



of pigment and a carrier - I use Mona Lisa White Spirits because it holds better than water and is safe to use over any type of surface. I spoon the pigment colors that I want to use into a shallow tin, and add Mona Lisa A DROP AT A TIME, mixing until the slurry is like a 'gritty lo-cal mayonnaise'. It has shape, but is still thin enough to paint with a brush. I then brush a thin layer of the slurry on to the areas that I want pigment to adhere to. In most cases that is the entire wheel and tire. I rarely, if ever, treat the wheels

I am finishing two 1/35th scale trailers and a prime mover from Das Werk, which entails weathering 25 wheels, nine with plastic tires and 16 with nylon tires. I like to use pigments for the job, and I could see that I had my work cut out for me. Then I came across an old build article in a magazine that used a novel weathering technique that he called 'Shake and Bake'. I thought I'd give it try, and weave a tale for the newsletter in the process.

The Slurry Method, or "the old way" is tried and true, and best used to target specific areas on models. Usable for both track and wheels, this method involves making a slurry

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SEATTLE CHAPTER CONTACTS

President:

Eric Christianson
10014 124th Ave NE
Kirkland, WA 98033
Ph: 425-591-7385

ModelerEric@comcast.net terryandjill@comcast.net

Vice President:

Terry Moore
7014 Lake Grove St. SW
Lakewood, WA 98499

Treasurer:

Fuzhou Hu
19012 3rd Dr SE
Bothell, WA 98012

Ph: 412-215-7417
fhu.ipms@gmail.com

Show Chair:

David Dodge

Ph: 425-825-8529

ddodge@nwlinc.com

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. 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. We are in the process of transitioning to InDesign. 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 2021 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.

The meetings have been cancelled until further notice - please check the web site for updates

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Newsletter Editor:

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

and tires separately – real dirt won't act that way, and stretching a treated tire over a wheel after all has dried may leave marks and bare areas unless you use a fixer. Once the slurry is on, I set the wheel aside and let it dry thoroughly, overnight at least. Once completely dry, I put on a pair of cheap surgical gloves, and take the wheels and a couple of stiff-bristled brushes outside, and brush off the pigment I don't want, working until I am satisfied with the results. Once I am done with all the wheels, I bring them back to the bench, and take off my gloves for this last, very important step (which is a little gross). I run my finger across my forehead and/or along the side of my nose to collect a little face oil, and then rub the sidewalls of the tires, and even the tread in some cases. The oil will completely remove the pigment from flat surfaces, but will leave behind tiny amounts here and there, which I think looks more realistic. The oil also brings a dull 'sheen' to the tire surfaces, appropriate for rubber tires. If I use any Fixer at all, it is for the wheel, but never the tire. Mig Fixer (Blue Bottle) (I feel) is for heavy mud applications, but not for fine pigments. I feel the fixer changes the color and careful placement of the pigments. Instead, I am just careful never to touch the tires with anything once I am done.



The 'Shake' method is similar, but takes a fraction of the time, involves no slurry, and is quite a bit messier. It uses more pigment, but you are able to recover most of the unused product to use again. As far as results, the defining difference between the two methods is that this method completely covers everything, which you might find in very dusty areas (Viet Nam, summer in Europe/Asia, or in the Middle East and North Africa). As you might have surmised, you drop your pigment into a plastic baggie, drop in all your wheels, zip it closed and give it a good shake. In five seconds, the wheels will be caked with pigment. After that, put on a pair of gloves, get out a glass surface of some kind, and gently brush off the excess pigment. If you are not aggressive the fine powder will drop to the glass surface for collection since it is not 'bound' by any kind of carrier. You can't do this with a slurry because the pigment is dried onto the surface and requires a stiff brush and scrubbing to remove it, making it airborne and unrecoverable. I suggest you study the pictures to see what result you are looking for. This page shows the "Shake" method; the previous page shows "Slurry".

Some modeling applications work better using the slurry method, while others benefit the most using a baggie. Both, however, produce fine results.

Until next time, Model On!



Eric



AZ Models 1/72 Bf 109E-3 "Battle of France"

by Jacob Russell

This is AZ's new 1/72nd scale Messerschmitt Bf 109E-3 "Battle of France" edition. It consists of 52 parts on three sprues, one of which is clear. The parts are well molded with no flash. The sprue attachment points for the parts are well located so they will be easy to remove from the sprues. The surface detail is finely recessed panel lines with small rivets where appropriate. The smaller parts, such as the landing gear retraction struts, control stick, rudder pedals, etc., are executed with finesse.

The cockpit is a nicely detailed multi piece assembly. Careful painting, dry brushing and washes will accentuate the detail. The instrument faces and seat harness are reproduced as decals.

There are two types of spoked wheels (E and early F series) so check your references carefully. The fuselage looks good and the fabric covered rudder and control surfaces are very convincing. The wings are nicely executed and so is the one piece lower wing.

The lower half of the control surfaces are molded as part of the upper wings. The propeller and spinner look accurate. The clear parts are clear, thin and distortion free. The armored windscreen is a separate piece and you get the early canopy which is applicable to most Emils up to the E-4.

The two small decal sheets are well printed. The second sheet includes the airframe stencils, instrument panel, and seat harness. The colors are bright, the letter is crisp and legible, and everything is in register. It includes markings for three different Bf 109E-3s:

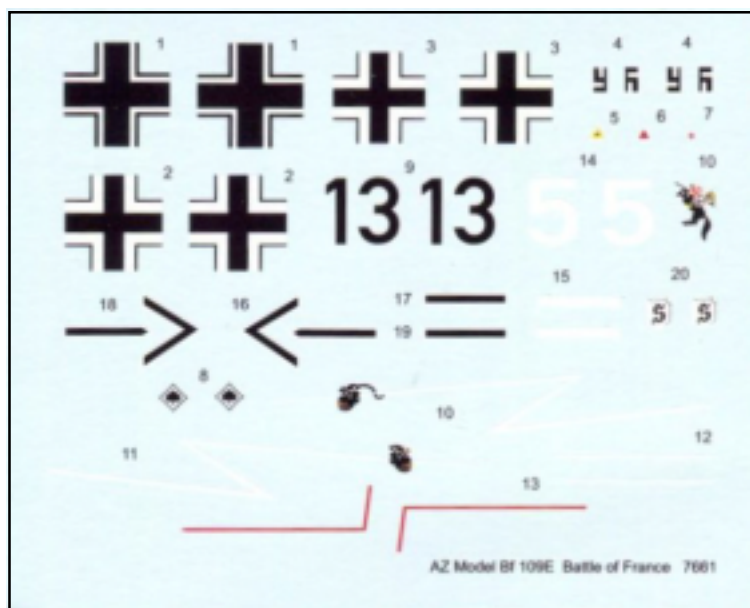
"Black 13", Stab I./JG 77, France 1940. This plane is camouflaged in RLM 71 Dark Green/ RLM 02 Grey over RLM 65 Light Blue with a black and white spinner.

"White 5", 4./JG 53, Uffz. Stefan Litjens, Wiesbaden-Erbenheim, early 1940. This Emil is camouflaged in a segmented pattern of RLM 71/ 02/65 with small segments of RLM 70 Black Green and a black spinner. The RLM 65 and 71 were added to the upper wing pattern and each color segment is smaller than usual.

Bf109E-3, JG 26, Geschwaderkommodore Oberstleutnant Hans-Hugo Witt, April 1940. This E-3 is camouflaged in a soft edged, segmented pattern of RLM 71/ 02 over RLM 65 with a black spinner. The entire rudder is RLM 65, which looks a bit odd.

The instructions are well illustrated and feature a parts map and color callouts for Humbrol paints. There are color profiles for all three decal options on the bottom of the box.

I have always been a fan of the Messerschmitt Bf 109 so I'm happy to have another Emil kit. AZ's Bf109E-3 is accurate and well detailed. I recommend it and I would like to thank them for the review sample.



We Modelers Join May Day Celebrants

by Scott H. Kruize; Marymoor Park photos by Tim Nelson

Our fearless Prez, Eric Christianson, decided it was finally about time to augment our ongoing Zoom meetings with an actual get-together. Saturday, May 1, outdoors in a big parking lot at Marymoor Park, we held a 'tailgate model swap party' – Eric's name for it.

Not that anybody was taking a survey, but it seems that by now most of us are vaccinated. Nevertheless, we all had masks and practiced social distancing, bumping elbows in greeting, and not standing close to each other, except after establishing that both parties were well past the two-week interval after that critical second vaccine shot.

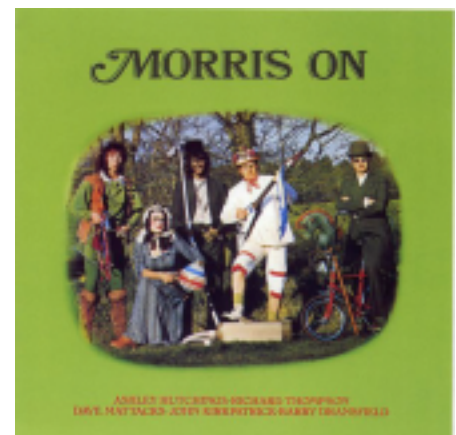
So attendees brought what were presumably excess kits from their stashes. My surplus has been packed up to go to the VA 'Wounded Warriors' program, but I have a large box of books that I've accumulated, now surplus to the 'Hurricane Bookshelf' permanent collection. So I brought those.

That wasn't exactly a resounding success. Everyone there wandered by to browse the titles, but although I can't imagine my prices could be lower – a buck for hardbounds, half that for softbounds – I only sold two books, and Ken Murphy took another one. We carpool together and in exchange, I took a perfectly good ancient Lindberg® 'Winnie Mae' Lockheed Vega 1/48th scale kit from him. I have the notion of some time doing all kits, mostly from Hawk®, representing that Golden Age of airplane racing. The set would make a nice entry into the 801 'Collections' category at our next Contest-and-Show. We WILL have a Contest-and-Show again, someday? Right?

Net, I came away with the same number of books I came with, less Ken's. Djordje Nikolic insisted I take two obscure books from his collection: *The Bulgarian Air Force in World War II*, and *Portuguese Fighter Colours 1919-1956*. Watch this space for eventual 'Hurricane Bookshelf' reviews.

May Day sees lots of devoted groups emerge from their winter huddle-downs for celebrations in the new warmth and light. There are the United Workers of the World and the Communists...not perfectly congruent, but certainly sharing substantial portions of their memberships; they like to march shoulder to shoulder under red flags. Then there are Catholics, of which I am one. Starting May Day, there are processions in honor of Mother Mary, out to a garden statue of her, if one's available, and where we all carry flowers. (My memories of Catholic school in 2nd and 3rd grades are quite sharp about these.) Then there are the 'Rites of Spring' celebrants: Morris and maypole dancers cavorting all around, following pagan rituals that – for all anyone can know now – probably go all the way back into prehistoric times.

In modern times, we see the soccer players come out, many in evidence at Marymoor, and off-road radio-control car racers. Two were right there at the parking lot with us, tearing their little knobby-tired toys at high speed over the rough dirt and gravel, skidding around sharps turns without ending in rollovers: the wheel tracks were wide and the Center of Gravity low. Some of us discovered we could speak to them...and thereby learned something of their hobby.



Why shouldn't we modelers join all these fellow people, tired of the cold wet winter and confinement by the Pandemic?! Although we were a little uneasy Saturday morning with dark gray threatening clouds overhead, we actually got only a tiny few sprinkles. It seems Eric and we, his disciples, have found favor in the eyes of the Weather Gods, whomever they might be...

The total number of participants at our party was only about 20 or so, but Eric was not discouraged. He says we'll do this every month for a while, and as the word gets out, more and more of us will join in. So mark your calendar to come in June and afterwards, and cull your stashes in preparation.

Recall all of our interactions are Intellectually Stimulating, Culturally Broadening, and Morally Edifying. This whole story should so qualify, but I'll add one more element, just to be sure:

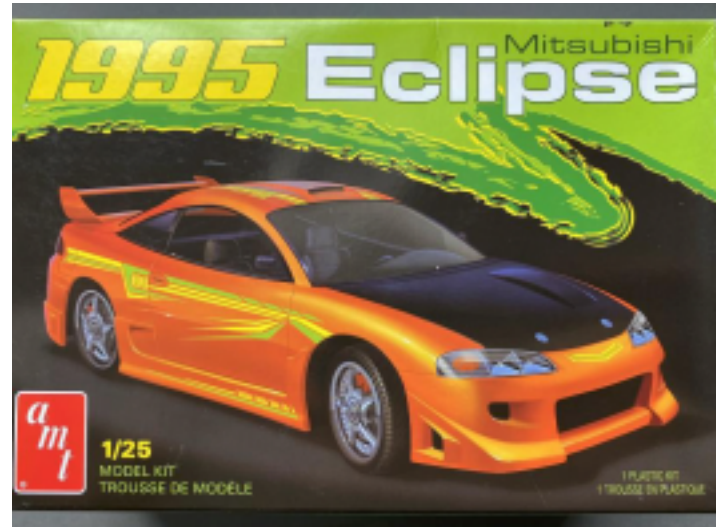
Although Commies and Catholics disagree vehemently about who ought to be worshiped - Commies say 'The State', Catholics say God - both are in agreement that Law And Order by rightful Authority is essential to Society. Especially, close watch has to be kept over the heathen barbarians we always have among us. Free of close supervision by firm legal leadership, there's no telling what kind of outrageous mischief they can get into, in an astonishingly short period of time. Witness this pic, taken from Bill O'Malley's cartoon collection book from 1956, printed all those decades ago when I, personally, was only just starting school! Take close note of this appalling image, an example of just how quickly things can go wrong on May Day...and you'll find yourself being much more attentive to the heedlessly barbaric scofflaws all around you...even those you may have in your own household!



Round 2/AMT 1/25th Scale 1995 Mitsubishi Eclipse

by Chris Smith - IPMS# 39182

Named after an 18th century winning racehorse, the Mitsubishi Eclipse was a compact two door car with a design meant to appeal to younger buyers. When coupled with a four-cylinder engine capable of up to 210 hp, the car found success and its production ran from 1990 to 2014. During that time, over 900,000 units were produced and the power maxed out at 265hp. This history alone would justify the car's success, but in 2001 the first *Fast and Furious* movie was released. In it, Brian O'Conner (played by Paul Walker) drove a lime green modified 1995 Eclipse. That car and a few others in the subsequent movies became icons of the street car world. AMT first released this kit to capitalize on the success of the movies and now Round 2 Models has reissued the kit with a new decal sheet that allows the modeler to create variations on the original theme. Note that you will have to find some instrument decals for the dash as there are none in the kit.



The kit is molded in orange plastic and is the same as the original issue including the body kit panels and options for wheels, front seats, and wings for the trunk. Castings are very clean with little flash. There is a chrome sprue that includes wheels, exhaust and backing for the headlights. The clear parts include separate windshield, rear window/side windows in one, and clear lenses for the headlights. The rear taillight lens is done in clear red plastic and four nice rubber tires round out the kit.

Build-wise this kit presented two challenges. First, the chassis does not sit level out of the box. The front end is higher than the back. My solution was to install shims between parts 47, 45, and 44. Then I cut the front struts from the spindles and re-attached them to the spindles allowing the front end to drop and level the chassis. The second issue involved the taillight lens that didn't conform to the recess on the back of the body. This problem was solved by thinning the back of the clear part and gluing the ends but not the middle. The rest of the build is straightforward. The bucket race seats have belts molded on and look good with careful masking. The engine compartment is sufficient with some paint. My only modifications to the body parts were opening the side vents on the front clip and reshaping the cross piece of the wing to an aerodynamic shape as opposed to the rectangular section it was molded with.



The body color is a mix of decanted Tamiya pure white rattle can lacquer with a fine gold powder I borrowed from my daughter's nail art supplies. Decal application was easy, and they responded well to Solvaset. I cut the back windows from the rear window and fitted them individually. The mirrors are very delicate so you'll have to be careful before and after installation.

In conclusion, this kit is still relevant and builds up into a nice model with the right amount of care. A cool flashback to a design that still holds up. Thank you to Round 2 models for bringing this kit and many others back for us to enjoy and to IPMS for sharing the sample with me.



Das Werk 1/35th Scale German Sonderanhänger II5 10-ton Tank Trailer Sd.Ah.II5

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.)

Frankfurt, Germany-based Das Werk has been busy in the 'cool and unusual' department as of late, providing model kits not usually covered by other manufacturers. I was initially attracted to their work by their high-quality boxing and the beautiful artwork that adorned their kits. Not satisfied with the run-of-the-mill subjects, DW continues to stick to its roots of providing interesting and imminently buildable kits for a good price. Their stunning Faun-based truck and trailer offering is the first I've seen in injection-molded plastic, and this review specifically covers the lowboy Sonderanhänger ('special trailer') 10-ton Sd.Ah.115. The Sd.Ah.115 was a light tank transporter tasked with transporting light tanks and other vehicles such as armored cars. The total weight of the trailer itself was just over 11,000lbs, and it sits about 30 feet long.



Initially developed in 1937, the Sd.Ah.115 first entered service the following year with widespread use throughout the Polish campaign. Standardized for carrying light vehicles, it retrieved damaged and knocked out vehicles for repair and/or cannibalization.



The Kit

Das Werk has gained a reputation for using only the best of materials and packaging, and this offering is no exception. The double-folded, sturdy box is large considering that the kit inside is made up of only four sprues. Once open, all parts are bagged and the decals are slipped inside the instruction booklet. The plastic is soft but not too soft, and the molding is excellent with no noticeable flash or sink marks. The detail is crisp and the number of attachment points and nodes, while many, are located in areas that are easily addressed. The sprues themselves are lettered with large, easy to see capital letters punched out of the plastic – a feature that may not be a big deal in this specific kit (with only four sprues), but a god-send for larger kits with many sprues.

The contents of the box include:

4 sprues of parts molded in light-grey plastic

9 vinyl tires

1 decal sheet with markings for one trailer, German Army WWII

1 15-page, full-size color instruction booklet, including a five-view CAD color painting and decal guide. All text is translated into English.

The Instructions

The instruction booklet is excellent. Printed in color on high-quality, satin-finish paper, it starts off with a short history and a symbol guide to use for assembly and painting. At the end of the booklet is a color reference grid and a section for painting and decal information, with call-outs for standard RAL colors, Tamiya, Mr Hobby H-series, Ammo, Vallejo, Humbrol, and Mission Models paints. Unfortunately, no parts map or list of un-used parts is included, nor are there page numbers or step numbers – which is fine for the builder (but makes things a little difficult for the reviewer!). Images are rendered from several angles so the modeler is never forced to guess about how things go on ‘the other side’.

There are numerous images of, for example, the completed assembly for a given step, and other images of where to put glue to allow free movement of some parts, etc.. And - for the first time in modeling (for me at least) - there are QR codes presented that bring up an on-line video of someone actually building a particular assembly; an idea which I think is absolutely brilliant. Gut gemacht, DW! The last two pages show different build options and a single, full-color five-view drawing showing an early-war German grey finish and decaling scheme. Das Werk has invested heavily in making an excellent set of instructions, and the quality shows through. Good job.

Things to Consider Before You Start

There are several options for building the trailer; 1) as a normal low-boy, in a standard towed configuration; 2) as a modified ‘front ramp up’ configuration for hauling larger vehicles (there is an image of the trailer hauling what looks like an SdKfz 7 Halftrack in the instructions); and 3) in a ‘loading’ configuration with the rear loading ramp, sans rear wheels, set down to the ground and ready to receive a rolling vehicle.

The rear wheel assembly is removable (for Option 3, above) and the various panels and ramps can be left un-glued to re-configure the entire trailer for any of the options, on-demand.

The inner wheels can be assembled and attached without the tires, but I recommend against this. Access is not perfect, and pushing the rubber tire over the fixed wheels resulted (in my case) with four wheels broken off their axles. I suggest that you treat all the wheels and tires off the vehicle, and attach everything at the end. (I made quick work repairing the axles by inserting steel pins into each wheel, with corresponding holes in each axle – again, this can be avoided by not attaching any wheels until the very end).

Otherwise, that’s it. This build was about as problem free as they get. Have fun!

Painting, Decals and Finish

Before finishing you might want to consider an after-market item created specifically for this trailer. Das Werk teamed up with another German company that sells wood-grain decals (among other modeling products) called Uschi to produce a set of wood grain decals that add a beautiful wood finish to the wooden panels in the trailer. This product can be found here: <https://www.das-werk-models.com/products/faun-1900-incl-sd-ah-115/faun-and-sd-ah-115-accessories/>

I decided to paint my Sd.Ah.115 in the same overall German Grey scheme that will adorn my Faun prime mover. I used paint and finishes from a variety of manufacturers.

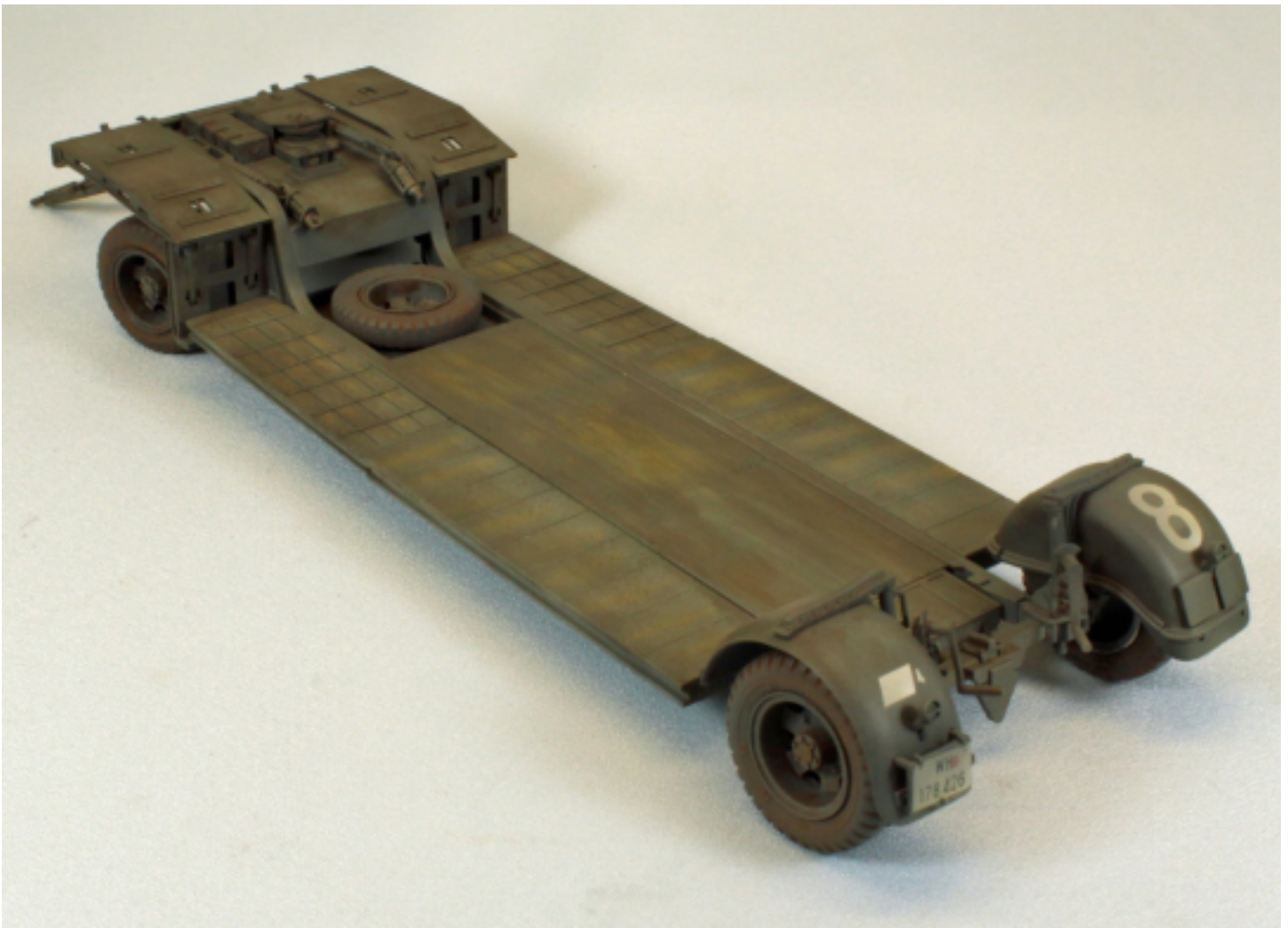
Before painting, I made a sticky board for the five (external) wheels, four wooden boxes and two wheel-chalks. (Note: two of the boxes and the chalks are not mentioned in the instructions, but they are nicely molded and I thought would look good scurried away somewhere).

I weathered the nylon wheels in a novel way, picked up in an old magazine article. I dumped a little Mig PO28 Europe Dust pigment into a plastic baggie, dropped in the nine tires, and shook it up for a few seconds. In just that amount of time the tires were evenly (and completely) coated in pigment – cutting the time usually taken with the pigment-thinner-slurry approach considerably. From that point on, it was simply a matter of removing the excess pigment with a short-haired brush, and using facial oil to get the dull sheen I was looking for, which is what I would have to do anyway, after letting a slurry dry overnight.

The other benefit of applying pigment to rubber tires using this ‘shake and bake’ method was that I could recover a good amount of the pigment to use again, since I brushed off the excess onto a piece of glass where it could easily be collected.

The painting and finish of this kit essentially followed the steps taken by Andy of Andy’s Hobby Headquarters on his YouTube build-video of this kit. That video can be found here: *Part two Building the Das Werke Faun L900 with trailer including painting and weathering - YouTube*. <https://www.youtube.com/watch?v=KjPk6QYH6D8>

I strayed only by applying Tamiya NATO Black to the lower chassis and underneath the main bed as a dark, primer/pre-shade coat under the grey.



Once the paint and various washes were dry, I used Micro-Sol/Micro-Set decal solutions to apply the three decals for the trailer. The Das Werk decals went on without any problems.

I followed this with a 'road-dusting' coat of Vallejo Model Air Light Brown and then shot the whole thing with Vallejo Flat Varnish to kill the shine.

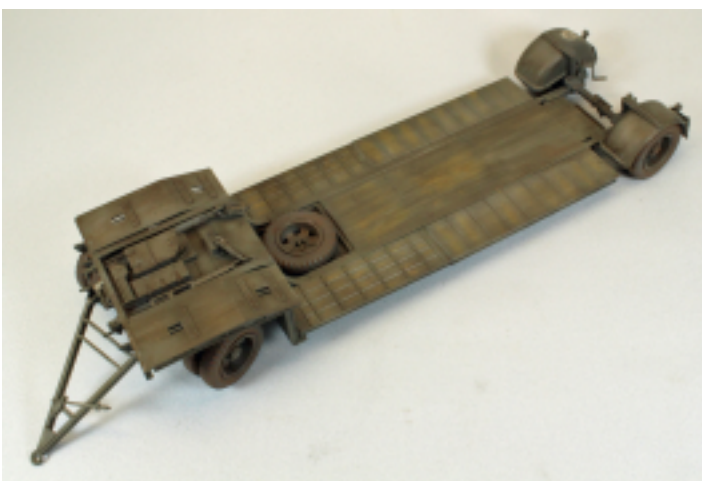
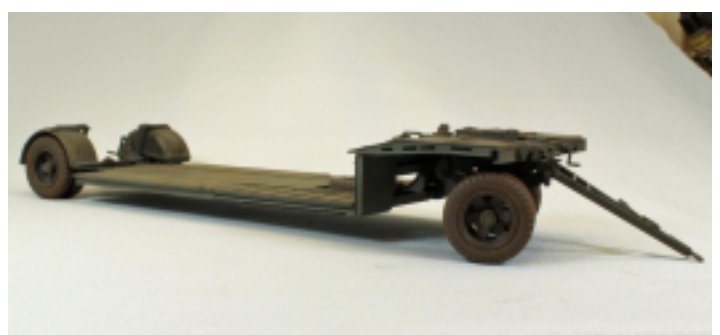
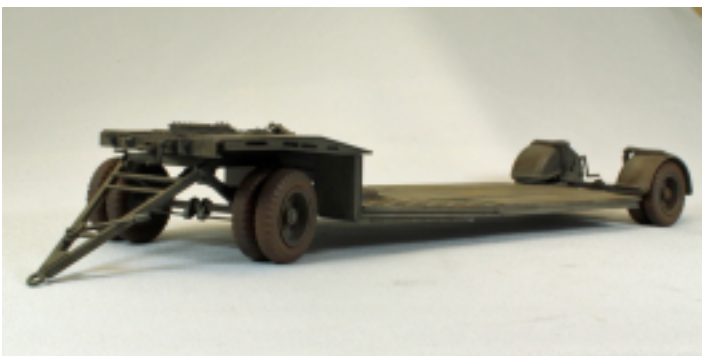
I held off my normal weathering step involving pigments until I could mate this trailer up with its prime mover, when I'll be better able to judge what's needed.

This build came together very quickly, mainly due to the sheer buildability of the model. It is apparent that this aspect is where Das Werk puts their focus on with their products. The terms 'German' and 'Engineering' go together like salt and pepper for good reason, and it shows in this kit.

From the packaging, to the sprues, to the assembly sequence, to the QR-Code online tips – everything is geared to make the build a success, and the result is that I want to build more. Indeed, I have requested another Das Werk kit to review, and purchased the Faun L900 truck on my own. I am really looking forward to sitting down with these kits when they arrive.

I recommend the Sonderanhänger II 5 10-ton Trailer for modelers of all levels. With all the assists provided by Das Werk, anyone should be able to produce a decent replica of the real trailer if they go slowly and follow directions.

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



***The Messerschmitt Me 410 Hornisse*, by Richard A. Franks**

reviewed by Jacob Russell

Valiant Wings' exciting new book covers the development and history of the Messerschmitt Me 210, 310, and 410 Hornisse, the so-called "Last Zerstörer." This is the 16th volume in the Airframe Album series. Author Richard Franks devotes five chapters to the German twin engine heavy fighter. The Me 210 was intended to supersede the Bf 110 in Luftwaffe service but due to numerous technical problems it was unsuccessful and was withdrawn in 1942. The Me 310 was a proposed high altitude fighter with a pressurized cockpit but it never advanced beyond the concept stage. The Me 410 entered service in 1943. It retained the lengthened fuselage of the late Me 210 in addition to larger engine nacelles to accommodate the Daimler-Benz DB 603 inverted V-12. The Me 410 was relatively successful against the massed Allied bombers ranging over the Reich in 1943, but like the Bf 110 it was vulnerable to the Allied escort fighters and was subsequently withdrawn from service in the summer of 1944.

The book is full of period photographs and Technical Manual drawings of the cockpit, fuselage, armament, etc. The drawings are interspersed with contemporary pictures of W.Nr.420430, one of only two surviving Me 410s. These pictures and the drawings will prove very useful for detailing your model. There is also a guide to camouflage and markings, color profiles, a model kit and accessories listing, and a great build of the 1/48th scale Meng Me 410 by noted modeler Steve Evans.

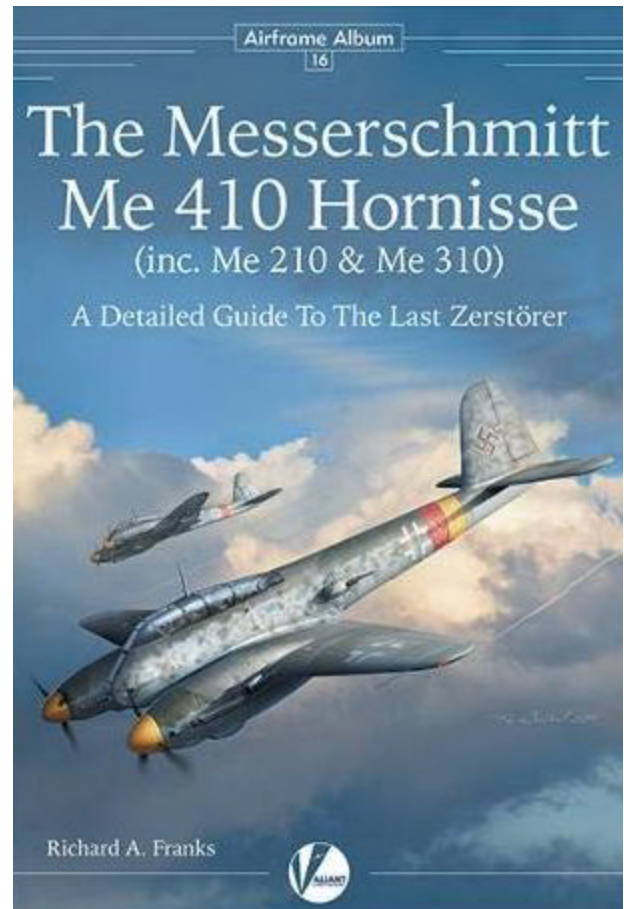
This is a useful guide to the developmental and service history of the Messerschmitt Me 210/410 increasing the accuracy of your Messerschmitt Me 210 and 410. There are good kits in the popular 1/72nd and 1/48th scales from Fine Molds, Monogram, and Meng. I recommend this book and I would like to thank Valiant Wings Publishing for the review sample.

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Pages: 160



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

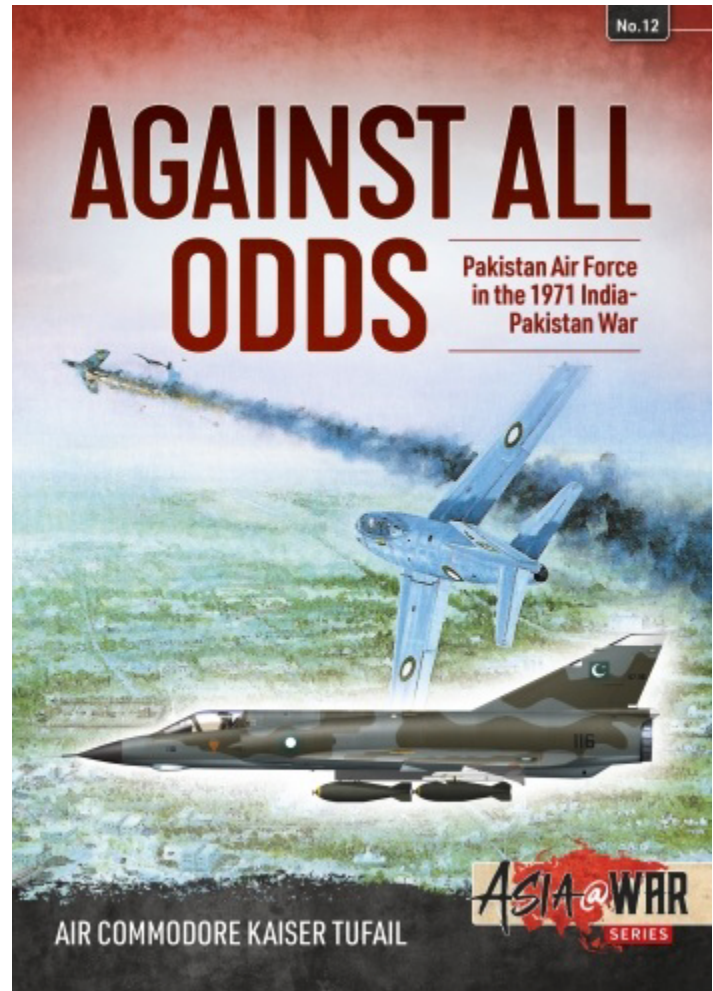
Against All Odds: Pakistan Air Force in the 1971 India-Pakistan War, **by Air Commodore Kaiser Tufail**

reviewed by Chris Banyai-Riepl

While much of the world's eye was turned towards Southeast Asia and the US involvement in Vietnam during the 1960s and 1970s, many other small conflicts sprang up around the world. Often times these conflicts lasted only a few weeks or so, which helped keep them from the public eye compared to the years-long fighting in Vietnam. The Indo-Pakistan war of 1971 was just such a conflict, lasting only a few weeks in December of 1971. This latest title in Helion & Company's Asia@War Series takes a detailed look at the events leading up to the war, the conflict itself, and the aftermath.

The book begins by outlining the issues leading up to the war, and as is the case with most of the India/Pakistan conflicts, this one came about from religious differences and land. East Pakistan was the primary issue on the land side, and the Muslim population in the region was the primary issue on the religious side. Both of these are difficult to sum up in a paragraph, which is why the book devotes a good portion of the text to providing that background. Having a clearer understanding of these issues helps immensely in understanding how the conflict broke out in 1971.

Which brings us to the next part of the book, the war itself. The author had access to the PAF archives and therefore had a much better amount of data to work from than most other authors who have tackled this war. As the author was an officer of the PAF, he does indicate that there could very well be inherent bias in presenting the 1971 war, but he notes that he made an effort to try to present as evenhanded a story as possible. This is good as it would be easy to declare either side in this conflict the undisputed winner. The reality is different, though, as the text shows, with the PAF holding its own against a far more numerous Indian Air Force that also had more modern aircraft.



This outcome showed what just a few years difference can make, as the PAF performed to a far higher ability in the 1965 war. This is highlighted in the next section, the aftermath, where the author describes the outcome of the war and makes an assessment of the overall conflict. The PAF, while managing to achieve an equal attrition rate to that of the IAF, failed to press home in several areas that could have greatly improved the outcome of the war and even reduced losses.

This book is very well researched and written, and is probably the most comprehensive history of the 1971 war written in the last 40 years. The extensive access to archival materials, as well as the ability to communicate with a great number of participants of the war add a layer of knowledge that is unrivaled. Further complementing the text is the photographic record, which is packed with images from both sides of the war. The depth and breadth of aircraft types is fully covered, and to further aid that there are several color profile illustrations showing how many of these planes were camouflaged during the war. Overall, this is an excellent monograph on this conflict and Helion & Company continue to fill important gaps in aviation history with their @War series. My thanks to Casemate Publishing for the review copy.

Asia@War Series
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Photo of the Month

Caption: "Hawker Hurricane XII aircraft of No.129 Squadron, R.C.A.F. Goose Bay, Labrador, May 1943." Source: Ronny Jacques/National Film Board of Canada. Photothèque/Library and Archives Canada/PA-160850



Meeting/Show Information

The IPMS Seattle meetings have been cancelled until further notice. It is impossible to know at this time for certain when our meetings will resume. The next IPMS Seattle Spring Show will be in April 2022. 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. 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.