



Seattle Chapter News

Seattle Chapter IPMS/USA September 2021



Paradigm Shift, Revisited...

Quick Note: The IPMS Nationals in Las Vegas was a great show – the vendor room was stuffed with modeling products from 83 vendors, and the display room held approximately 2,680 truly astounding builds and dioramas. Seminars ran for three straight days, and Las Vegas itself filled in the gaps. I think a final body count of Northwesterners attending was 28, with our usual lion's share of award winners, including Djordje Nikolic, Tim Nelson, Morgan Girling, Doug Reed, Ron Wolfe, Jon Fincher, Alex Beget, Daniel Carey, Rick Taylor, and Mark Ford – I've probably missed some? Djordje brought home a cool ten awards (I hear he needed an extra bag for them), beating out Tim Nelson by only one. Congrats to all. The real accomplishment, however, came later in the week, when the deadline for Covid symptoms came and went. 28 modelers (several with their wives and kids) spent a week in Las Vegas and everyone came home happy and healthy. Good Job!

On to modeling: paradigm shift – “a fundamental change in approach or underlying assumptions”.

The last time I spoke of a paradigm shift, it was April of 2020 and I was talking about Covid taking over our lives (this was before vaccines came along and life crept back to our 'new' normal).

The shift this time around certainly reflects much less of a crisis – actually not a crisis at all – but it is affecting our hobby, big-time. A building flood of used models. And I have a theory as to why.

The older folks in our hobby; Jim Schubert, John Alcorn, and Bill Johnson come to mind, started building models using balsa and paper, and experienced first-hand the arrival of plastic injection kits. As club president (and as VP before), I assisted in many estate sales, managing the collection, sale, and dispersal of modeling stashes. With these older folks, the collections were small, their focus narrow, with content more individualized. Those spouses who were left behind were usually in need of the income generated by the sale of the estate.

I used to offer five options when people came to IPMS for help with their estates: 1) Call Emil at Skyway for a single quote, 2) let IPMS sell them at our meetings for a percentage, 3) sell everything themselves at the Spring Show, 4) donate everything to the Wounded Warriors Project, or 5) donate everything to the IPMS raffle.

But things seem to have turned a corner. Now, with collections so large, there only seems to be two real choices: 1) give everything away, to someone, or 2) take it all to the landfill. No one has the time or inclination to do things any other way.

These last two collections came from modelers who were younger, the latest only 65. These guys were raised in the Monogram/Revell/Airfix world, and spent their lifetimes buying and storing plastic kits. Their collections look a lot like some of our stashes, with model counts of 1,500, 2,000, or more. The sheer volume of everything has become a quagmire for all involved. The real cost of time, and of storage, dwarfs any thought of profit. What historically has been a relatively modest challenge of finding a good home for small collections has morphed into a desire to simply get rid of the pile, financial considerations be damned.

This is quite the paradigm shift for many of us, especially those who are holding on to our models in the belief that their intrinsic dollar value will increase, or even hold. Or to those of us who buy and sell used kits as part of the hobby. Today's infinite stacks of Esci, AMT, Matchbox, Monogram, and Revell boxes are tomorrows Hasegawa, Fujimi, Trumpeter, dare I say it, even Tamiya boxes.

Paradigm shift? Maybe not. A new normal, certainly. But a change, it is. And as the warning goes, 'Change is inevitable – manage it, or it will manage you'.

Thanks, and Model On!

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. 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 on Saturdays 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.

September 11
further details to follow

October 9

IPMS/USA MEMBERSHIP FORM			
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Phone: _____		E-mail: _____	
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Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior (under 18 years) \$17		<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____	
<input type="checkbox"/> Canada & Mexico: \$35		<input type="checkbox"/> Other / Foreign: \$38 (Surfold) - Checks must be drawn on a US bank or international money order	
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Arma Hobby 1/48th Scale PZL P.11c

by Jacob Russell

The PZL P.11c was a development of its predecessor, the P.11a. Some of the upgrades included a lowered engine, raised pilot seat for increased visibility, the addition of two more wing-mounted machine guns, a longer streamlined fairing behind the pilot's head, and a redesigned fin.

Arma Hobby's new PZL kit comes in a side opening box with a slide-out cardboard tray containing a single injection molded sprue of 63 parts, an injection molded clear windscreen, a photo-etch fret containing 25 parts, plus a large decal sheet.

The surface detail on the wings and fuselage consists of recessed panel lines and raised rivets where applicable and this detail is superb. The wings and control surfaces come in for high praise with very fine raised ribs that have to be seen to be believed. The fuselage interior has very fine stringers and ribs that will come up nicely with the aid of an oil wash and selective dry brushing. The parts are free of flash and the sink marks are minimal and in places where they can be easily filled.



The cockpit is a highly detailed, multi-piece "office" with numerous PE parts (seat harness, throttle quadrant, venturi tube front, the instrument panel face, etc.). The end result is convincingly busy and impressive. The Bristol Mercury radial engine just needs a set of ignition wires to wrap things up. It really looks great. The windscreen is tiny and the kit includes a set of rice paper masks to speed up the painting stage. The wheels are weighted and they include separate brake drums.

The decals are printed by Techmod. They feature bright colors and they are crisply printed and in-register. It includes options for three Polish and one Romanian aircraft:

"Silver 4", PZL P.11c, No. 8.139, P/O Tadeus Sawicz, 114 Fighter Squadron, September 1939. This plane was Dark Polish Khaki with the lower wings and horizontal stabilizers in Polish Light Blue Grey. The annular exhaust ring was a metallic brown/bronze and the propeller blades were dark Grey.

"Silver 2", PZL P.11c, No. 8.144, P/O Wacław Lapkowski, 112 Fighter Squadron, September 1939. This plane was also Dark Polish Khaki with the lower wings and horizontal stabilizers in Polish Light Blue Grey.

"White 3", PZL P.11c, No. 8.138, Pursuit Brigade, September 1939. This plane was painted in an experimental two-color camouflage of Dark Polish Khaki and Interior Green (FS 34151) with the lower wings and horizontal stabilizers in Polish Light Blue Grey.

"White 323", PZL P.11c, No. 8.139, Aviation Office School, Calarasi, Romania, September 1939. This is P/O Tadeus Sawicz's plane after its evacuation to Romania. It was repainted in the camouflage colors Light Polish Khaki and Dark Green with the lower wings, fuselage, and horizontal stabilizers in Sky Blue. The spinner, cowl, lower wing tips and fuselage band were Yellow. The annular exhaust ring was a metallic brown/bronze and the propeller blades were dark Grey.

The instructions are commensurate with the overall kit quality. The instructions include a parts map, a well-illustrated and logical build sequence and full color profiles of all four decal options. The color call outs include Federal Standard (FS) numbers when available and matches for AK Interactive, AMMO, Hataka, Humbrol, Tamiya, and Vallejo paints. It's a nice touch to have approximate color matches for so many paint brands.

I love this kit. It is accurate, highly detailed and a nice departure from all of the P-51, Spitfire, and Bf 109 kits on the market. If you want a great kit of the first Allied plane to shoot down an Axis aircraft, Arma Hobby delivers the goods. I recommend this kit and I would like to thank Arma Hobby for the review sample.

ICM 1/35th Scale German Marder I on a FCM 36 Base

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.)

Prolific ICM is back again with another new offering – this time it is in the form of a re-purposed, French FCM 36-based Tank Destroyer, designated the Marder I. This diminutive vehicle is actually (physically) larger than its other 'Marder I'-designated cousins, the Lorraine and Hotchkiss-based vehicles. ICM's kit sports a single piece barrel with a two-part muzzle brake and poly/nylon track that comes in four pieces. A nice, three-piece exhaust is rendered at the rear, and enough 75mm plastic rounds are included to fill two ammunition racks in the fighting compartment.

ICM is not only producing a lot of new kits these days, but they have also introduced a line of acrylic paints, a few of which were used in this build.

The German Marder (or 'Marten') is the name given to a variety of diminutive, open-topped AFVs armed with native or captured guns to fill in the gaps between under-gunned main battle tanks, such as the PzKpfw II, and the enemy tanks the Wehrmacht were encountering in the field, such as the T-34 and KV-1.

What was needed was a more powerful anti-tank gun that was mobile. The Germans had experience in taking the chassis of an under-gunned tank to provide mobility for a heavier weapon. These vehicles provided mobility to either the captured Soviet 7.62 cm Pak 36(r) gun or in later versions the German 75 mm PaK 40 anti-tank gun. Due to the weight and space constraints of the small chassis, the Marder series were not fully armored. Thin upper armor protection was provided only for the front and sides against shrapnel and small arms only. All Marder series had open tops. Some were issued with canvas covers to protect the crew from the elements. Between July and August 1942, 170 Marder Is were built on the Lorraine chassis. Later, several other French and Polish tanks were used as the conversion base for the Marder I, including the Hotchkiss H39 and FCM 36.

The Marder Is initially served in infantry divisions on the Eastern Front and met with good success. They later made up a significant component of the armored fighting vehicles of the reformed 21st Panzer Division in Normandy. The Germans captured 37 FCM 36s, rebuilding 10 of them in 1943 as Marder I tank destroyers, with the 75 mm PaK 40 anti-tank gun and officially called 7.5cm PaK40(Sf) auf Geschützswagen FCM(f). These were employed by 21st Panzer Division in the Battle of Normandy, in 1944.

One FCM 36 survives at the Musée des Blindés at Saumur. It has been restored to running condition.

As far as I know, this is the only injected styrene kit of this particular vehicle, although ICM produces and sells the FCM 36 French Tank separately. As with all of their offerings, the kit is shipped in a sturdy, white 'locking' clamshell box with a standard model box top over it.

The overall impression is one of sturdiness. Since the kit is not shrink-wrapped, the double layering helps to ensure that nothing will be lost in transit. Once open, all parts are bagged for protection, with the decals slipped inside the instruction booklet. The four pieces of track connect together to produce two runs, with plastic sections for use as spare track. The single-piece barrel has a flash suppressor split vertically into two pieces. 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 are located in areas that are easily addressed. While many of the parts are very delicate, ICM pulls off the design without resorting to using photo-etch.



The contents of the box include:

Seven sprues of parts molded in light-grey plastic.

1 small-sized decal sheet.

4 sections of track consisting of a poly/nylon material, packaged flat, in a separate bag.

1 20-page, full-size color instruction booklet, including a parts map and three five-view color painting and decal guide. All text and label information are translated into English.

Markings provided are for three vehicles, all WWII German Wehrmacht.

The instruction booklet is excellent. Printed in color on high-quality, satin-finish paper, it starts off with a short history and vehicle specifications, color reference information, contact information, and an excellent parts map with unused parts clearly identified. What follows is a two-color set of instructions broken into 62 well-illustrated, small steps. Images are rendered from several angles so you are never forced to guess about how things go on 'the other side'. The last two pages show three, full-color multi-views of camouflage schemes representing the following units:

1. 931st Assault Gun Division, 2nd Battery France 1943 (Summer, Tri-color)
2. Training Camp, Mobile Brigade 'West', Summer 1943 (Summer, Tri-color)
3. Mobile Brigade 'West', 2nd Battery, Maneuvers, Spring 1943 (Overall German Yellow)

Clearly ICM has invested heavily in making an excellent set of instructions, and the quality shows through. Well done.

What to Consider Before You Start:

While the kit has an open top, the interior area is accessible enough to (not) require any interim painting – I finished the entire kit before touching my airbrush, following the steps as presented by ICM.

As usual with ICM's latest kits, everything fits very well - which brings to mind a phrase I normally reserve only for Tamiya kits: 'if it doesn't fit, you have likely done something wrong'.

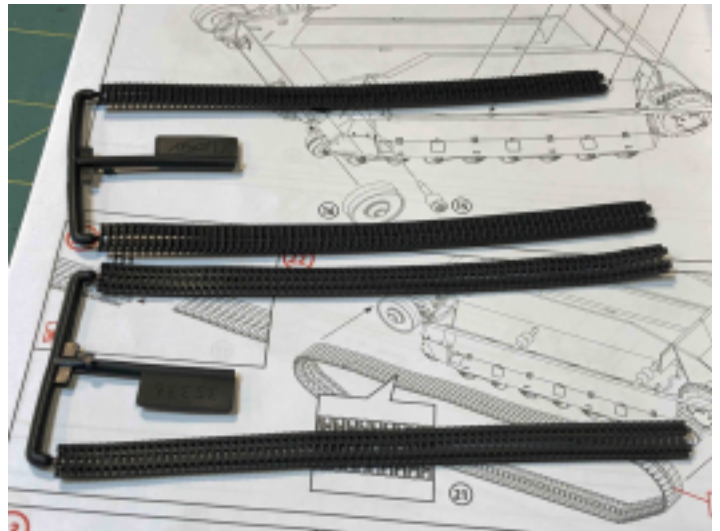
I was circumspect about the track when I first saw it. I understand that for a vehicle of this small size, the track would be problematic, regardless of how ICM chose to represent it. Thankfully, the four small pieces of poly/nylon material were packaged in such a way as to prevent kinks and/or bends – all four pieces arrived flat and straight as an arrow.

Only two tiny (male) prongs connect to their (female) counterparts to attach the pieces, however, and stretching these around the sprockets and running gear was concerning.

I tried Tamiya's 'Green Top' cement to no avail; in fact, the track did not respond to any solvent-based adhesive. As a last-ditch effort before resorting to staples, I tried using extra-thin CA glue, and to my complete surprise, the track held. Furthermore, when it came time to attach the track, I found that it contains just enough elasticity to stretch around the various parts without taxing the connections too much. I don't know what kind of material this is, but I didn't expect CA glue to work, and I didn't expect it to fit so well into where it goes. My hat is off to ICM – good job. Needless to say, I won't use any distillate-based products for paint and weathering these track runs; I don't want to jinx anything! In the end, I just spot-painted what was visible using Vallejo Panzer Aces 304 Track Primer, and carefully detailed it using Uschi Chrome powder.

And that's it. Everything else attached as expected, in the order given by ICM in the instructions. This is how model building is supposed to be!

Since I wanted to review a set of paint released by ICM specifically for this kit, I decided to paint my Marder I the scheme presented on page 19 of the instructions – ("Training camp of the mobile brigade "West", summer 1943"). At least that was the plan. The scheme



sports a hard-edge demarcation line (in saddle brown) between a base coat of middle stone and camouflage green. After my initial run at it, however, I found that I wasn't as good with a brush as I thought I was. In the end, I ended up with a hybrid finish that backed off the original plan by a few steps. The journey, however, allowed me to put the paint through its paces, which is all I wanted to achieve.

Before painting, I made a sticky board of all the parts that were finished separately. These included the pioneer tools, the MG34 machine gun, exhaust system, and the 75mm rounds.

I started by applying a coat of Alclad II Lacquer Black Primer Microfiller Primer for my dark, primer/pre-shade coat. I needed to use something, and a primer was not included in the paint set. Having issues with acrylic primers in the past, I felt I would go with the tried-and-true Alclad paint. Plus – I wanted to see if the ICM paints had any reaction to a lacquer base (they did not). I use a hot dark primer coat to give the plastic some grip, and to fill in the recesses - creating a shadow effect near the flat surface edges and adding depth for subsequent coats to come.

I followed the Alclad with a careful coat of ICM 1060 Middle Stone, thinned 50/50 with Tamiya X-20A Acrylic Thinner which, during testing, I felt worked the best. I did not feel the need to use any retarder – I had zero tip dry using the X-20A as my thinner.

I wanted to try their 1071 Camouflage Green next, but felt the color was too close to the Middle Stone, so I made a post-shading pass using Tamiya Deck Tan to lighten up the external surfaces, while leaving the internal fighting compartment the original (darker) Middle Stone color.

Over the deck tan I painted a thin-line scheme using ICM 1071 Camouflage Green, and then, after some false starts hand-brushing ICM's 1050 Red Brown, I backed up and left things as they were with the (airbrushed) Camouflage Green line.

With the basic scheme down, I went to work on the detail painting. I used Vallejo 311 New Wood and Tamiya Flat Black for the pioneer tools. These would be weathered with Mig Oils and Uschi Chrome pigment later. Next, I hand-painted the exhaust pipes and muffler with Lifecolor 702 and 703 Rust in a random pattern. Once that was dry, I brushed on a layer of Mig Chipping Fluid followed by a coat of ICM's Middle Stone so that I could work off some of the base coat coming up to show some wear.



The 75mm ammunition rounds received a primer coat of Alclad Gloss Black Base, followed by AK Extreme Metal Brass, both sprayed straight from the bottle. I masked off the ends of each round before spraying the brass color. It turns out that the pointy ends of the rounds cannot be seen at all if displayed in their containers within the fighting compartment – a note for next time!

I gave the entire vehicle a healthy oil filter made of Mig Wash Brown, followed by a detail workover with Vallejo Cam Medium Black Brown to represent chipping along the edges of the fighting compartment. Once satisfied, I laid down several coats of Pledge floor polish (Future) to prepare the surfaces for washes and decals.

I applied the decals using the Red and Blue MicroSol/MicroSet products without any problems. The ICM decals are very thin and separate from the backing effortlessly. Once the decals were dry, I applied an oil wash using Van Dyke Brown to the entire vehicle. I covered the wooden portions of the pioneer tools with un-thinned Wash Brown oil and let that sit overnight to soak in before wiping off the excess the next morning with a Q-tip. I then shot the whole vehicle with Vallejo Flat Varnish to kill any shine left over. I added a little dry pigment here and there to finish things off.

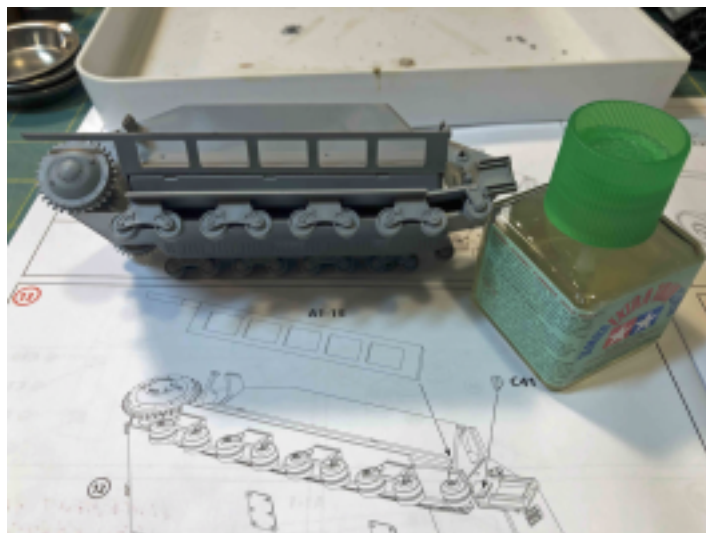
ICM's recent offerings are a lot of fun to build, and this kit, after three others, was no exception. The fit is excellent, the design, simple. The lines are sharp and the plastic is easy to work with.

To their credit, ICM chose to provide plastic parts for the walls of the fighting compartment and gun assembly in lieu of using photo-etch. I know some modelers who might find fault with that – who feel that the use of PE parts only adds to a model, but I disagree. Styrene engineering has come such a long way in the past few years. Except for perhaps mesh screens, including PE in place of plastic only complicates a build. Other manufacturers might have made the entire fighting compartment using PE, but ICM's parts are super thin and look great, and because they are made of styrene, went together in no time at all.

That, and the superb instructions as well as a low parts count lead me to recommend this kit for all modelers, regardless of experience level, as long as they go slowly and follow directions. This is an unusual vehicle and will no doubt attract a lot of attention on the showroom tables or in your glass case at home.

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





Six (OK: 12 – Deal with it!) Questions for August 2021

by Scott H. Kruize, NorthWest Scale Modelers Person Who Talks (and Writes!) the Most

This month, so-called 'Questions' actually numbered twelve...at their REAL (not 'virtual') meeting at the Museum of Flight Thursday, August 5. They strayed from strictly aviation-history-related to more general questions that not just members of the NWSMs – but all of us – should have a good chance of answering. How about you?

1. Richard Harold Smith - his friends-and-relations call him 'Dick' - left this day in 1982 in his private aircraft. All by himself, he flew around the world, not exactly setting speed records, but managed to return July 22 of the following year. What was he flying that was unique and set a record?
 2. A major American cultural phenomenon started this day in 1957. I was six, but my wife's a little older and appreciated what had happened...and is actually from the area where this began...so for years, this established her after-school routine...and maybe YOURS. What was it?
 3. You've seen it from the air, you've seen it from a distance, you've seen it fairly close-up while being filmed from a boat. Its cornerstone was laid August 5 in 1884 and we value it more than ever!
 4. There are too many logistical and even theological impediments to our having him here today to sing Happy Birthday, but we all admire him immensely, and vastly enjoy his portrayal by Ryan Gosling in the movie *First Man*.
 5. I notice we are all here, in 2021, in a standing building, on a reasonably intact landscape. Until today in 1963, this was by no means considered likely. Then what?
 6. We're having some difficulty getting back to what you would call normal airline flying, due to adapting to the Pandemic. Today in 1981, a huge monkey-wrench was thrown into the whole system of airline travel here in the good ol' U.S. of A. It appears that particular glitch (if that's right name) has been dealt with, if not perfectly solved. What happened then?
 7. We haven't always been able to speak freely with those people on other continents, but today in 1858, we at least made a major connection to that end.
 8. This club is not entertaining any kind of nonsense about your being a 'Sovereign Citizen'...and specifically, you've got to pay your income taxes. When and why did we start collecting such?
 9. Not related to modeling at all, but peripherally connected to the display we put in last month: what did Joan Benoit Samuelson do today in 1984?
 10. Today in 1938, we showed off to the world our new 'Big Stick'? What demonstration was that?
 11. Speaking of 'Big Stick's, the one we're all thoroughly familiar with had its maiden flight today in 1954.
 12. Well, it hasn't exactly unfolded like Arthur C. Clarke wrote about in *2001: A Space Odyssey*, but nevertheless today in 2011, what happened that was sorta kinda like the movie?
-

1. Richard Harold Smith landed his Bell JetRanger III helicopter, VH-DIK, at the Bell Helicopter Hurst Heliport (0TE2), in Hurst, Texas, on 22 July 1983. First solo around-the-world flight by helicopter. He had purchased the helicopter specifically to make this flight, and named it "Australian Explorer"

2. *American Bandstand* joined the ABC-TV Network on August 5th, 1957 and thus opened its studio doors to every teenager and pre-teen (and many more) in America [*Here's Dick Clark with the great Tacoma band The Wailers on American Bandstand, June 11, 1959. - ED*]

3. 1884: Cornerstone for the pedestal of the Statue of Liberty is laid on Blendloe's island, which later came to be known as Liberty Island, in New York Harbor

4. 1930: Neil Armstrong, first man to land on the moon, is born in Wapakoneta, Ohio

5. 1963: Limited Nuclear Test Ban Treaty is signed by the United States, Soviet Union and Great Britain in Moscow. The treaty prohibits nuclear testing in outer space, underwater, or in the atmosphere

6. 1981: 11,500 air traffic controllers fired by President Ronald Reagan, for ignoring his order and refusing to return to work in Los Angeles

7. 1858: The first transatlantic cable is completed

8. 1861: Congress adopts the nation's first income tax to finance the Civil War

9. 1984: American Joan Benoit Samuelson creates Olympic history: First ever women's Olympic marathon champion during the Summer Games in Los Angeles

10. 5 August 1938 (USA/Colombia) - Three United States Army planes make a non-stop flight from Langley Field, Virginia to Techo Airport, Bogotá, Colombia, 1,540 miles in 8 hours, 19 minutes

11. 5 August 1954 (USA) - The first Boeing B-52A Stratofortress makes a 78-minute maiden flight

12. 2011: Juno space probe is launched into orbit by NASA from Cape Canaveral Air Force Station to study the largest planet in the solar system – Jupiter – in detail



Blue Rider 1/72nd Scale Early Swedish Aviation 1920-21 Decals

by Chris Banyai-Riepl

Smaller air forces are often a great way to show common aircraft in uncommon markings, but it can be challenging to find decals for these nations. When you figure in early aviation, it gets even more difficult, as often these markings differed from later iterations. Such is the case for Swedish markings, with early examples consisting of black crowns for the national markings, and a pennant-style Swedish flag on the rudder. Luckily for us modelers, Blue Rider tends to highlight these smaller air forces, and this sheet focuses on these early Swedish markings.

While current Swedish aircraft are dominated by SAAB designs, back in the 1920s the country had to look outside its borders for its aviation needs. That result is reflected in this decal sheet, which provides markings for a Fokker D.VII, an Avro 504K, and an LVG C.VI. Sweden only had a single Fokker D.VII, two LVGs, and five 504Ks (along with a single 504N).

Starting with the Fokker D.VII, this was a Fokker-built type, serialized F.7716/18, that was flown to Sweden by Hermann Göring in April of 1920. As this was a post-war aircraft, it was delivered without any armament. It was finished in overall aluminum dope with unpainted metal panels. The black crowns were on the top of the upper wing and bottom of the lower wing, as well as the fuselage sides. The fuselage side also gets the aircraft number of 937, while the tail has the Swedish flag. Photos of this plane show it to be pretty clean overall, as it was repainted in Sweden. For those interested in doing a before and after pair, the plane arrived in Sweden in an attractive black and white striped scheme, with lozenge lower wings. The vertical stripe of the fuselage cross was left in place, but the horizontal bars were painted out in white. Also painted out were the tail crosses and the black portion of the upper wing crosses. I suspect similar treatment was done to the lower wing crosses, but no photos exist showing that, at least that I know of.

Next up on the sheet is the Avro 504K, which was later known as the Sk 3 when the aircraft were transferred to the Swedish Air Force from the Swedish Navy. The scheme provided on the decal sheet dates from the aircraft's naval service and is finished in overall clear doped linen with a black cowling and metal panels around the nose. The black crowns on this aircraft were painted onto a white background on the fuselage side and the top of the upper wing. There were no markings carried on the underside. The Swedish flag once again makes an appearance on the rudder, and the individual aircraft number 6 appears in black on a white panel on the forward nose. The instructions identify this as an Sk 3A, but that is incorrect as the Sk 3A was the sole Avro 504N obtained in 1926 for evaluation. The Sk 3A differed from the Sk 3 in several ways, most visually by the improved landing gear that eliminated the central skid. The original Sk 3s remained in service until 1928.

The final option on this sheet is the LVG C.VI. This is probably the most obscure when it comes to colors and markings, as there are very few photos of this plane in Swedish service. The most common theory is the standard German scheme of varnished plywood fuselage with lozenge-covered wings and a white vertical fin. However, some photos show a more uniform look overall, suggesting that perhaps the plane was painted a single color, while some other photos hint at the possibility of CDL wings and tail surfaces. With only two aircraft in service (numbers 9 and 10), it is possible that they had a combination of all these schemes in the short time they were in operations, simply from a maintenance side. The decals represent aircraft #10 and depict it with a varnished fuselage with black-painted metal panels, lozenge wings, and a white fin. The national markings are on a white background, and the Swedish flag is on the rudder.



These decals are nicely printed and while fairly simplistic, they capture the look of the original quite well. With the Eduard Fokker D.VII and the KPL LVG C.VI, two of these subjects are very well represented in modern kits. Unfortunately, for the Avro 504 there are few options and all have some pretty big shape issues. Maybe the modeling gods will smile on us soon, though, and grant us with a new-tool 504 family. Regardless of kit selection, this is a great decal sheet to pick up if you're looking for something a little different on your shelf. My thanks to Blue Rider for the review sample.

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

Pictorial History of the Third Armored Division in World War Two, by Darren Neely

reviewed by Blaine Singleton

Darren Neely is the author of several photo survey books on WW2 subjects including *Panzer wrecks 21: German Armor* and the forthcoming *Operation Nordwind* in the Images of War series.

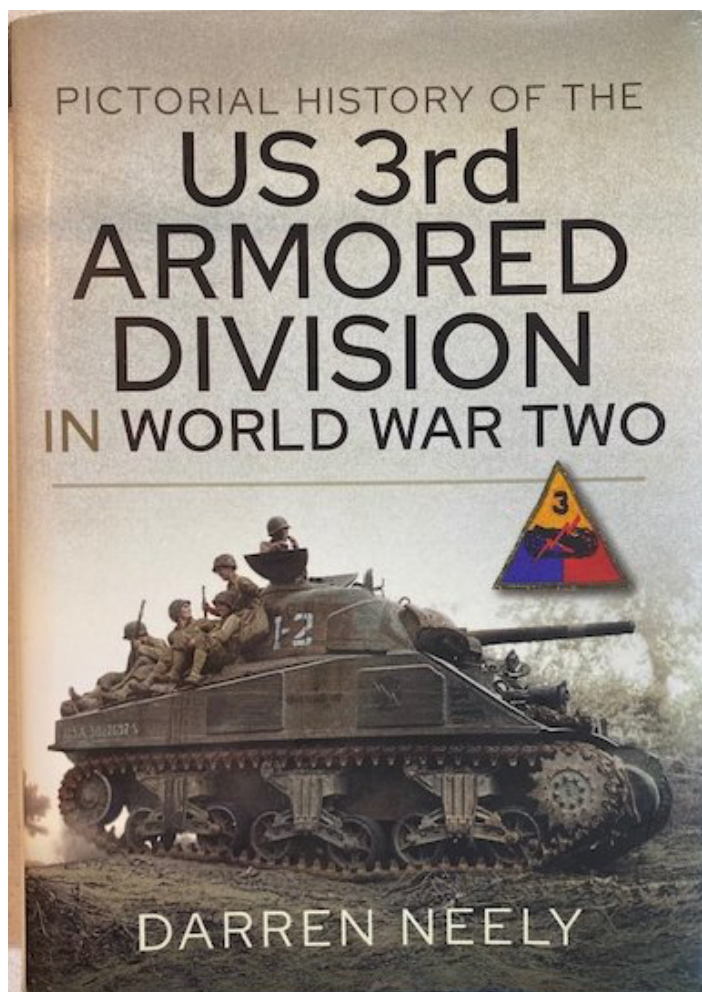
The book from Pen & Sword is divided into four unnamed chapters covering the 3rd Armored Division at the invasion of Normandy until the end of the war. The book is hardbound, has four chapters, and 306 pages. Most of the pages have at least two black and white photographs on each of them. Some of the subjects covered in the book include:

The menace of the Panzerfaust teams and their toll on the 3rd's vehicles.

Participation in the Battle of the Bulge.

The U.S. losing all of their medium tanks in the battle of Cherain. M-24 Chaffee gets name from Maj Gen Adna R Chaffee, the first commander of the Armored Force.

The first M-24 tanks were sent to Army field units during the Battle of the Bulge.



Probably the same tank as above, given that it was the next sequential photo that Sergeant DeMarco took. Tankers load shells into their M4 in preparation for the next battle. Note the used shell containers being utilized as a walking path in the muddy field.



A better view of how useful the spent ammo cases were in dealing with the muddy conditions. The 3rd Armored tankers make a dry road to counter the mud, while a stack of fresh shells sits nearby, ready to be thrown over to the German lines.

The introduction and effectiveness of the M-26 Pershing, now the United States had a tank that could take on the Panzers and Tigers (introduced after the Battle of the Bulge).

This book is not much of a story book, instead it is filled with black and white pictures of the daily life and movement of the 3rd Armored Division. There are two-page descriptions at the beginning of each chapter about the major phases and movement of the 3rd then the rest of the chapters are photographs of activities. For anyone interested in the 3rd Armored Division or wanting reference photos of vehicles (Allied and German) this is a great book.

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

Eduard 1/48th Scale Messerschmitt Bf 109G-6/AS

by Jacob Russell

The Messerschmitt Bf 109G-6/AS was developed to intercept enemy aircraft at higher altitudes. It entered service with the Luftwaffe in April of 1944. The G-6/AS was converted from standard G-6 aircraft. Some were equipped with the MW-50 (Methanol/Wasser) system and the DB 605AM engine. Others used the FuG 16zy radio set with a Morane antenna underneath the fuselage. These planes were designated G-6/AS/AS/y and served as command aircraft. 686 aircraft were built including 226 built from scratch.

Eduard's new Weekend edition kit comes in their customary stout box with evocative artwork of a pair of Bf 109/AS fighter engaged in battle with P-47s high over the Reich. It consists of 184 plastic parts on five sprues, one of which is clear.



The surface detail on the wings and fuselage consists of recessed panel lines and rivets and this detail is superb. The wheel wells are deep, multi-piece moldings that are convincing. The leading edge slats are separate pieces. The ailerons, under wing radiator flaps and horizontal stabilizers are also individual pieces. The fabric effect on the ailerons, rudder and horizontal stabilizers is good. The landing gear are well executed.

Optional parts include a number of Rustsätze (field conversion sets): R-1 (ETC 900/IXb rack with SC 250 bomb), R-2 (ETC 50/VIIId rack with four SC 50 bombs), R-3 (300 liter drop tank), R-6 (MG 151/20MM under wing cannon) and R-7 (Direction Finding (DF) loop). These parts are nice to have and very useful.

The clear parts include two gun sights, three different windscreens, the fuel line, "Galland Panzer" canopy armor and three different Erla Haube canopies.

Eduard's decals are crisp, with bright colors and good registration. There are three sheets and you get two sets of air frame stencils. There are five different aircraft options:

"Yellow 14", 9./JG 1, Paderborn, Germany, May 1944. The camouflage is the standard mid War colors of RLM 74 and 75 over 76 with a moderate mottle of 74 and 75, a black spinner with a white spiral, RLM 70/white spinner backing plate and RLM 23 Red fuselage band.

"Black 14", W. Nr. 412179, Uffz. Horst Petschler, 2./JG 3, Burg near Magdeburg, Germany, May 1944. This plane was overall RLM 76 with an RLM 04 Yellow lower cowl, RLM 70/white spinner backing plate and a black spinner with a white spiral.

"Red 2", Hptm. Friedrich-Karl Müller, CO of 1./NJGr. 10, Werneuchen, Germany, July 1944. The camouflage was RLM 74/75/76 with a wide RLM 23 Red fuselage band. The fuselage sides had a loose 74/75 mottle and the lower surfaces and fuselage were overpainted with black paint. The spinner was black with a white spiral and the spinner backing plate was RLM 70/white. The fin and rudder were RLM 75 with a 74 mottle and both were overpainted with RLM 76.

"Yellow 6", MT-463, ylikersanti (Staff Sergeant) Tapio Järvi, 2/HLeLv 24, Lappeenranta, Finland, March 1945. The camouflage was RLM 74/75/76 with an RLM 04 Yellow fuselage band, forward lower cowl and wing tips. The fuselage sides had a loose 74/75 mottle and the spinner was RLM 70 and white and the backing plate was black.

"MT-463", HleLv 31, Utti, Finland, Summer 1948. The camouflage was RLM 74/75/76 with an RLM 74/75 mottle and the fin and rudder were Olive Green. The spinner black plate was black and the spinner was RLM 70 Green and white.

The instructions are up to Eduard's usual standards. The instructions include a parts map, a well-illustrated and logical build sequence, full color profiles of all five decal options, and a stencil application guide. Color call outs are for GSI Creos (Gunze) Aqueous, Mr. Color and Mission Models paints.

The G-6/AS Weekend has five exciting decal options and you have your pick of the various Brassin and PE sets if you want to add some detail. I recommend this kit and I would like to thank Eduard for the review sample.

I Had to Build Tanks

by Scott H. Kruize

Some modelers will only do builds armored, armed, mechanical... with devotion so extreme it might classify 'fanatical'. Now, I dare not assert our Prez's rule as near-tyrannical, instead avoiding any cause to have me cuffed in manacles.

So I complied with his demand that "Scott has to build this!" My airplane kits must, for awhile, think that I'm remiss. I changed my modeling focus from what it's been before, and settled in to build his gift: Tamiya's T-34.

Thinking how my modeling could stay on the same course, I built a second model from that same Japanese source. It's nicknamed 'Walker Bulldog', designated T-41... critical equipment through the Cold War, which we won!

AFVs, it turns out, are autos – in disguise. Enlarged and armed and armored so they can pulverize! What's odd: I'm not a car guy, and was quite taken aback to find the Bulldog's automaker's name is Cadillac!

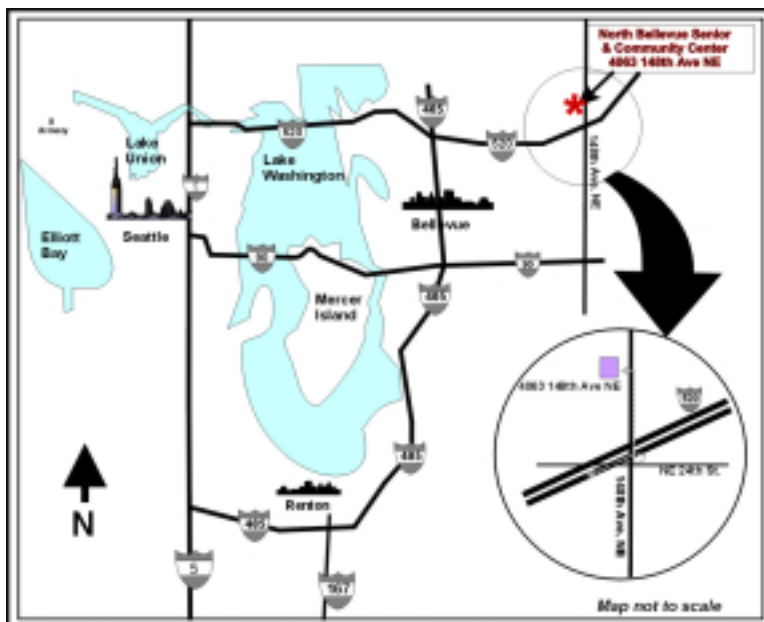
I'm going to conclude by straying towards philosophy. Observing that 'to model' is to study history. Our minds reach past the miniature machines we build with tools. To find we're deeply enrolled in the finest of tech schools!







Meeting Reminder September 11 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.