



Seattle Chapter News

Seattle Chapter IPMS/USA December 2022



Value Gear

Greetings and Happy Holidays!

I am really looking forward to this month's general meeting on Saturday. We will combine our regular meeting with a mini pot-luck of holiday treats and a small raffle of quality kits and books.

Members are encouraged to bring in something yummy to share (any drinks should be in cans for easy clean-up), and if you've got something to sell or donate, this is the meeting to do that at as well – I expect a good turnout!

Our treasurer (Fuzhou Hu, 'Fu') will be on hand to collect annual dues (\$20) in exchange for a raffle ticket. Winning tickets will be traded for goodies selected by our hard-working raffle czar (Dan Carey).

Why not clear a few hours out of your schedule, grab what you have been working on, and come on out for this annual festive event!

As always, masks are optional, and help (to set up and tear down) is always appreciated!

Value Gear

For these newsletter editorials I always try to stay focused on modeling tips and techniques, as well as high-value products and services that make our hobby that much more enjoyable. With the latter in mind, this month I'd like to do a deep-dive into one of my go-to vendors that I use with just about every build I make: Value Gear.

[Value Gear Details - Welcome!] [<http://www.valuegeardetails.com/index.html>]
[(20+) Value Gear Details | Facebook] [<https://www.facebook.com/steven.munsell.56>]

Their website is intuitive and easy to navigate. The home page describes Value Gear's Goal:

"The Value Gear idea is to give model builders (me included) a more useful spares box! Creating and casting sets of Generic/Universal stowage. No helmets, no weapons, and nothing to keep you from using it in a wooden cart, a chariot, a truck, or a Panther tank. "Any Army Any Era!" is my motto. They won't work on everything but so far I have seen people use them on so many different trucks and tanks and even some War Hammer tanks and dioramas. Stowage are accents to help give your model some story or a lived-in realistic look. Armies live under canvas...

The Generic/Universal idea is one that bounced around in my head for years, but I never had time or energy working 12 hours a day in the US, to get started. Moving to Ireland for the past 2 years gave me the chance to be a daytime dad (priceless chance of a lifetime) and a night time sculpting and resin casting machine.



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

Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:30 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 2022 meeting schedule is as follows. All meetings are on Saturdays at North Bellevue Community Center 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.

December 10

IPMS/USA MEMBERSHIP FORM

IPMS No.: _____ Name: _____
First Middle Last

Address: _____
If Renewing

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Signature (Required by HQ): _____

Type of Membership Adult, 1 Year: \$30 Adult, 2 Years: \$58 Adult, 3 Years: \$86

Junior (under 18 years) \$17 Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____

Canada & Mexico: \$35 Other / Foreign: \$38 (Surfed) Checks must be drawn on a US bank or international money order

Payment Method: Check Money Order

Chapter Affiliation, (if any): _____

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

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

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The Value Gear Promise is to have the best customer service, and constantly improving and innovative quality and new ideas. All sets have the minimal amount of cleanup before use and no huge pour plugs to saw off and potentially ruin a piece like we have all done in the past. A little scraping and a little sanding is all you will ever need with Value Gear.”



Even though the company is now based in Ireland, product turn-around is still as fast and convenient as the best mail-order houses out there. Owner Steve Munsell works hard to provide excellent customer service, and continues to add to his list of quality aftermarket accessories, featuring resin representations of tents, tarps, backpacks, crates, netting – just about anything you might find piled high on a busy AFV, diorama, or anywhere else for that matter. The products are in a variety of scales; 1/72nd, 1/35th, 1/48th, 1/16th, and most recently, the sci-fi scale of 1:56th/28mm. The Value Gear booth and products are a fixture at most IPMS Nationals and AMPS shows.

Each set offered by Value Gear comes in a sturdy plastic bag, backed by a piece of cardboard for strength. As the contents are basically finished chunks of solid resin, there is little to no chance of damage occurring during shipping.

Inside each bag are a number of loose items and a handy insert containing painting suggestions, personal anecdotes, tips on how to heat and mold some of the longer tarps (if desired) to wrap around shapes, etc. Many of the sets come with a color picture showing the finished items – and the website has a complete set of these same photographs.

What I like most about these products is the value. Even with shipping, the prices are surprisingly low for what you get, and the product is easy to work and extremely detailed. Pieces can be heated in hot water and, with a little patience, be made to fit into equipment piles, or over fenders, etc. The resin is clean, free of oils, and finishes more like solid plastic than any other resin I’ve ever worked with. Even though the literature says to use cyanoacrylate adhesive (aka ‘super glue’) for these products, I have (mistakenly and successfully) used regular Testor’s Black Bottle liquid cement without even noticing the difference.

Another big draw for me is the variety of products available. While most of what is offered is ‘generic’ in nature, able to fit in regardless of what you are building, Value Gear also makes sets that are vehicle- (and even kit-) specific. There is a variety of ready-made sets for vehicles known for their combat ‘gypsy-train’ look, such as Shermans, Stuarts, Abrams, Pattons, Stugs, etc., but also full loads are available for Opels, Halftracks, and a variety of other trucks and prime-movers. There are also diorama and sandbag sets as well.

Typical Application

Once I have brought my build to the stage of final assembly, before painting and finishing, I take out my bins of Value Gear bits, and start trying different placement ideas until I have what I think will look ‘balanced’ - not too much, but not too little, either. This process may take a few minutes, or a few days. If the gear doesn’t look right together, it won’t matter how well it is finished; it won’t look right in the end, either.

Once everything is in place, I take a few pictures to remember what’s where, and then I decide how and when to finish things. Most of the time I fix the gear to the unpainted surfaces and paint everything together (model and gear) so that things look like they have been under the same sun, and gathering up the same dust and dirt. Other times, like for truck beds or on road-sides, I will finish the gear separately, as if it has just been loaded or arrived. With the tools I use for painting, doing so ‘in-situ’ is not as difficult as it seems, especially if I pre-shade everything using a dark color to fill in the shadows.

Painting and Finishing

Since all of the Value Gear products come ready-to-use, there is little left to do short of painting and weathering, which is the fun part for me. Over the years I have painstakingly amassed a variety of colors that work with this sort of thing through trial and error. How I wish someone had done this for me – I would have saved a fortune!

In summary, Vallejo, Ammo, and Tamiya acrylic paints, thinned with their own thinners, worked best for brush painting. Model Master Enamels required several coats but offered better color choices, but are getting very hard to find these days. I find that Humbrol enamels, while offering excellent colors and coverage, are too aggravating to use. Mig and Windsor Newton oil paint filters and washes, thinned with Mona Lisa White Spirit, works great for weathering, as well as a variety of MIG pigments.

Pre-Shade

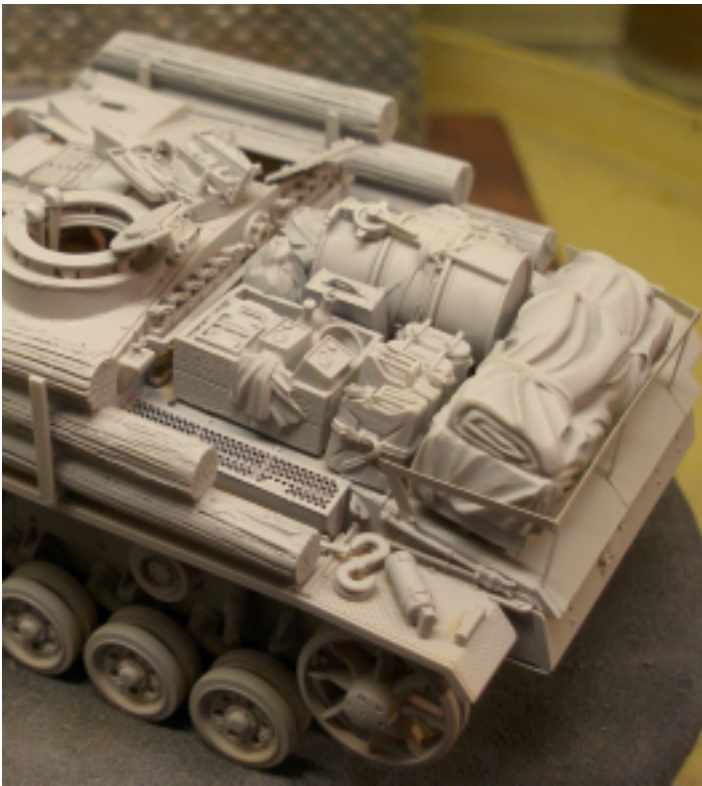
A pre-shade coat of a dark color, such as Black/NATO Black is a good starting point. This fills in the cracks and crevasses, adding shadow where paint and finishing products can't reach.

Paint or Filters?

On some builds, such as American WWII armor, after a few days in combat just about everything looks about the same color – a kind of a dirty, dusty, green drab. But if I painted my models that way, they would look flat and lifeless. To add some interest, I might choose to use filters, here and there, to differentiate things just a little.

For example, I might paint everything a pre-shade of black, and then airbrush everything an Olive Drab, and then highlight spots with Faded Olive Drab. Then I would add a brown or Ochre filter to items here and there, layer by layer, to make some items a little different than their neighbors. After pigments and dry brushing, the gear still has an overall similar appearance, but is more interesting to look at.

In other cases, especially when a bunch of different stuff is thrown up into a pile, I will purposely paint things in different colors to highlight the chaos. This approach might be used with truckloads, or on the back of a beat-up German Stug assault gun.



What colors work for me

Obviously, good research is always a plus. That said, while I use online sources to figure out what colors to paint personal equipment, such as backpacks, belts, ammo bags, etc., (based on theater and organization), I use my experience with what I think looks 'right' for most generic baggage and equipment.

The following is an exhaustive list of paints that I have used with success in painting on-board stores and equipment, with my favorites highlighted (*)

Ammo MIG F-509 Uniform Green Base (US Army Helmets)

Vallejo PA.310 Old Wood *

Vallejo PA.312 Leather Belt (Strapping)

Vallejo PA.314 Canvas *

Vallejo PA.340 Highlight Afrika Korps (Strapping) *
 Vallejo PA. 986 Deck Tan
 Vallejo MA.71.021 Black Green
 Vallejo MA.71.079 Tan Earth
 Vallejo MC 70.818 Red Leather (Strapping)
 Vallejo MC 70.821 German C. Beige WWII *
 Vallejo MC 70.826 German Cam Med. Brown
 Vallejo MC 70.872 Chocolate Brown
 Vallejo MC 70.880 Khaki Grey
 Vallejo MC 70.889 Olive Brown
 Vallejo MC 70.893 US Dark Green
 Vallejo MC 70.977 Desert Yellow
 Vallejo MC 70.988 Khaki
 Vallejo Metal Color 77.706 White Aluminum (Buckles)
 Tamiya XF-49 Khaki
 Tamiya XF-51 Khaki Drab *
 Tamiya XF-56 Metallic Grey *
 Tamiya XF-58 Olive Green *
 Tamiya XF-61 Dark Green
 Tamiya XF-64 Flat Brown *
 Tamiya XF-65 Field Grey *
 Tamiya XF-84 Dark Iron (base for metal parts) *
 Model Master 1702 Field Drab
 Model Master 2051 Faded Olive Drab *
 Model Master 2013 Afrika DunkelGrau 1942 (Strapping)



I would be remiss if I didn't mention three techniques that are absolutely essential when finishing these products. Washes, dry-brushing and pigments. A good, dark wash, (such as MIG Dark Wash enamel) will accentuate all of that fine detail, followed by a good dry-brushing (using as MIG Buff/3-Tone oils, or Model Master 2013 Afrika DunkelGrau 1942 enamel) will lighten the overall surface and pop the detail. My final step in every build is to add pigments, and I don't skip over all the gear on top. (MIG) European Dust, Concrete, Light Dust, Rust and Russian Earth are some of my favorites, among others. These three techniques could (and have) filled up newsletter editorials in the past; ask me for the original articles, if interested, and I'll send you a copy.

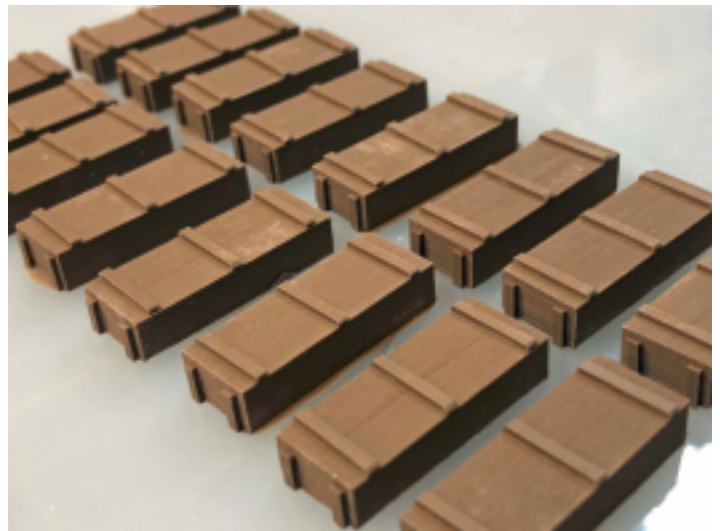
Some modeling vendors are just really that good, and deserve to be advertised. Value Gear, and its owner, Steve Munsell, are one of those. I have come to depend on these products, and each time I make an order, Steve throws in a bag of free stuff, unsolicited, and ships it off, post-haste.

I highly recommend these products for any modeler – Value Gear has a good idea, a solid website, and offers quality products at a good price.

Eric







Disney & Dad Fought WW2

by Scott H. Kruize

Now that's odd. Here near the doorway and ticket counter into the Museum of Flight: footprints...and they're leading to...to the Red Barn!...where the NorthWest Scale Modelers meet...and what's even stranger: they're DUCK footprints. OH! They're Donald Duck's footprints!

On display there, through February 5, is the 'Disney in World War II' exhibit. I have a very tentative connection to this, beyond having seen every single Disney movie in the theater with my parents, since childhood...and watching *The Wonderful World of Disney* on our TV in the family room, originally in black and white, later - amazingly! - in color. (BOY do I date myself!)

But the other connection was that Father saw, on the fighter planes at his field in the remote inland boondocks of China, the 'Flying Tiger' insignia the 14th Air Force inherited from the American Volunteer Group.

You might look up the 'Hurricane Bookshelf' review in the August 2010 newsletter archives, if you care to learn more about how Father came to be there, surviving terribly hazardous flights over 'The Hump'; Japanese bombing; internecine warfare between the Chinese Nationalists and Communists - resumed the instant Imperial Japan was defeated; and other hazards. Spoiler Alert!: he DID manage to survive all that and make it back safely home, hence my existence and that of my siblings.

Be that as it may, the MoF exhibit has that Flying Tigers logo, along with a whole bunch of other stuff. A cynic could say that all Walt cared about was preserving his business and even making a few bucks off the U.S. government and its taxpayers. A more charitable view was that he and his personnel really did want to make a contribution to the war effort, and knew they were the most capable moviemaking professionals in the country. They made a whole lot of training films for our military services.

Anyway, all the training films were effective, and well known. In a collection of cartoons from the war years, I remember one where the clueless draftee is staring helplessly at a machine gun on a tripod in his lap. His training Sergeant towers over him and jogs his memory: 'Well, how did Mickey Mouse do it in the film?'

They also made what we now call 'propaganda films', however they were referred to Way Back Then. Donald Duck went south of the border to join two feathered friends in *Saludos Amigos* in 1942, and *The Three Caballeros* in 1944. They do seem to have been effective in fostering Pan-American spirit, getting the support of Central and South Americans as the United States fought the Axis. These two films were among the ones my parents took me to see as a child, and of course, at the time, I had no idea whatsoever of their wartime significance. I just enjoyed them as musical adventures. Only later did I appreciate not just their propaganda value, but how cleverly the Disney artists and technicians mixed live-action footage from south of the border with its three animated stars!

The exhibit inspired me to go back to the videotape in my library: *An Officer and a Duck*. It's filled with Donald's various roles and tribulations during the war. As a civilian, he once pleaded with his big radio cabinet (remember those?) how he can support the war effort - and grew to accept being urged to PAY HIS TAXES. That was certainly better than his forced production work in the nightmare he had, *The Fuehrer's Face*. Later, when he enlisted, he served in one branch or another of the military until he became 'Commando Duck', parachuting behind enemy lines to single-handedly blow to pieces a Nipponese airfield, where all the planes were painted yellow. See, those old box tops - and my builds of them - from the Aurora 1/48th and Airfix 1/72nd Zeros cannot have been wrong!



The exhibit has a large number of preliminary studio sketches, color illustrations, short film clips on modest -sized screens, and many items of memorabilia, including a B-17 diorama laid out by - who else? - Terry Moore.

From a modeling point of view: there's an impish elf, conceived for the Disney film adaptation of Roald Dahl's book *The Gremlins*. But she wound up assigned exclusively to the Women's Auxiliary Service Pilots. She flies gracefully, cheerful and irrepressible in her red and yellow flight garb, on her own wings. I'll put her likeness on a flying scale model sometime soon. No problem with copyright: everything in this exhibit at the MoF is 'fair use' - the taxpayers at the time paid for it all!

You needn't pay extra to see it; just your Museum admission.

We cross the 81st anniversary of Pearl Harbor Day, rejoicing that we ourselves weren't there Then, and didn't have to fight World War II, as our parents and grandparents did. Even in this busy holiday season, this exhibit at the MoF is worth an hour or two. No matter the age of visitors, or whether they can cite any direct connection to the war or the people that fought it, as I can. It's a good reminder we've been through terrible times - and we'll persevere through the ones we're having now.

Photo of the Month



Caption: "Blackburn Shark III aircraft 523 XE:L of No. 6 (BR) Squadron, R.C.A.F. Rose Harbour, B.C., 1940." Source: A. Douglas Pearce / Library and Archives Canada / PA-092552

Airbrushing Tips n' Tricks: Matching the Paint Dilution and Airbrush Nozzle to the Job - Part 2

by John Miller

Spraying Clear Coats:

Percent Clear Coat: Variable (see below)

Tip Sizes: 0.40 to 0.60mm

On the opposite end of the spraying spectrum from Fine-Lines would be laying down Clear Coats. I also include Primers in this category as they especially should be applied with larger sized tips but primers are beyond the scope of this article. They will be the topic of a future Tips 'n Tricks.

Gloss Coats:

There are many different acrylic gloss coats available and each has its own set of strengths, weaknesses and requirements with regards to best dilution. Many clear coats like Alclad Aqua Gloss and Future Floor Wax (or Pledge with Future Shine as its now called) are best sprayed neat (straight from the bottle) or diluted very little.

In contrast I get the best results with gloss coats by Mission Models, Gunze, Tamiya, and Vallejo when these clears are diluted with their respective thinners to 30-50% gloss. Your mileage may differ. Whatever dilution used I apply the same general rule of "the thinner the coat, the better" to all gloss coats.

In addition to providing a smoother, finer finish, a thin coat of gloss will facilitate the wicking of washes along inscribing and the crisp angles of surface details. A heavy coat of gloss will soften these details.

Flat Coats:

Again, with the myriad of clear acrylic flat coats available there is no one dilution that would work for them all. That said the general rule of "the thinner the coat, the better" can also be applied to flat or semi-flat coats.

Furthermore, modelers of military vehicles tend to apply too heavy a flat coat. This is especially true for aircraft models.

To lessen the chances of applying too thick a coat, I err on the side of less is more and dilute my Flats to 10-25% depending on the manufacturer and the degree of flat I'm looking for.

In general, I apply clear coats to large 1/72nd and most 1/48th, 1/35th, and 1/32nd scale models using a 0.40mm tip or larger. Application of clear coats with larger tips will produce finishes that are smoother and more even.

As previously mentioned, exceptions have to be made in lieu of size, as with the application of clear coats to 1/144th scale models using a 0.20mm tip.

A more typical example to consider is the Modelsvit 1/72nd M17 Stratosphera. To accommodate this rather large model and to achieve as smooth a finish as possible all the primers, paints, and clear coats were all applied using a 0.40mm tip.

Similarly, finishing the Zunum Prototype display model with its ~2 foot wing-span required using a 0.4mm tip for all primers and clear coats.





modelpaintsolutions.com

The following table attempts to summarize the aforementioned suggestions on paint dilution, tip size, air pressure, and working distance. As with all suggestions, please use them as a starting point to find the combination of that works best with for you and don't forget to have some fun while doing it ?

Job Tip Size Percent Paint PSI Work Dist.

Fine-Line 0.15-.20 10-25 ~6-8 1-2cm

Modulation 0.20-.40 20-30 ~12 4-8

General 0.20-.40 30-40 12-15 4-6

Clear Coats 0.40-.60 Variable 15-18 8-10

As a way of illustrating matching paint dilution and tip size to the job, this information (and more) is provided on multiple models ranging from 1/144th to 1/48th below.

1/144th AFV Sea King

Tip-Paint Dilution Job

0.20mm Primer

0.15-Fine-Line Pre-shading

0.20-General Assembly

0.20-Modulation Modulation



ModelPaintSolutio

0.20 Clear Coat

1/72nd Hobby Boss Macchi C.200 Saetta

Tip-Paint Dilution Job

0.20mm Primer

0.15-Fine-Line Pre-shading

0.20-General Assembly

0.20-Modulation Modulation

0.20 Clear Coats

1/72nd AZ Me-109G V-tail

Tip-Paint Dilution Job

0.20mm Primer

0.15-Fine-Line Pre-shading

0.20-General Assembly

0.20-Modulation Modulation

0.20 Clear Coats

1/72nd Academy Me-262 A-1a

Tip-Paint Dilution Job

0.20mm Primer

0.15-Fine-Line Pre-shading

o.15-Fine-Line Post-shading

0.20-General Assembly

0.20-Modulation Modulation

0.20 Clear Coats

The utility of using a lower dilution (10-25%) for paint modulation (spraying over pre-shading) is illustrated by the faint pattern of vertical and horizontal lines (representing puttied fuselage panels) that can be seen underlying the camouflage of this Me-262. The “putty lines” are best seen in the lighter shaded areas just below and behind the cockpit.





1/48th Special Hobby CAC Wirraway
Tip-Paint Dilution Job

0.40mm Primer

0.15-Fine-Line Pre-shading

0.15-Fine-Line Post-shading

0.20-General Assembly

0.20-Modulation Brown and Tan

0.40-Modulation Gray on Belly

0.40 Clear Coats

Whew, that was a rather long article. Thanks for reading along! I hope that served to give you a starting point for matching the airbrush tip, paint dilution, and pressure to the painting job at hand. If you have any questions or want additional information, drop me a line at john@modelpaintsol.com.

Now there's got to be something around here that needs priming or painting !



***The Best of After The Battle Then And Now*, edited by Winston Ramsey**

reviewed by Bob LaBouy

Publisher's Notes:

“Since we launched our first edition in August 1973, *After the Battle* has traveled around the globe and has covered hundreds of battles — over 750 at the last count — and taken thousands of photographs, covering major operations down to individual exploits. Selecting a cross-section of just a few from the stories that we have covered has not been easy, but we hope that you will find some of your favourites within the pages of this volume, covering the *Best of After the Battle*.”

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Review Observations

As I initially opened this After the Battle (ATB) book, I have been quickly very pleased by both the contents and the material subjects covered in this very large and substantial book. Even if you only read the image captions, there are several weeks' worth of reading ahead of you. This should clearly be a '10' on your book reading list. I have approximately 90 of the single ATB paperback editions and two of the larger bound books and rely on them for much of my WW II history. Though the ATB website is missing several of its links now, you can look over their index of issues and still find of them to be available today: <https://afterthebattle.com>

The coverage provides summaries of over 30 significant combat engagements. As you will hopefully see from the scanned images (from the book), Winston Ramsey uses his keen editorial ability to survey from the existing 180 issues of After the Battle (ATB) issues and choose some of the most interesting stories to include in this volume. He does so in a style that epitomizes the ATB publications: then and now comparisons using period photographs taken mostly during and or right after the actual combat and comparing them with mostly contemporaries color images. This book also relies on many sketches and both color and black & white maps, illustrating movements, combat actions, grave sites, and photographic documents.

Some of the most detailed are those covering Karel Margry's article covering the Task Force Baum's Hammelburg controversial Raid of March, 1945 to free General Patton's son-in-law; the Stalag Luft 3 and the real Great Escape (which has-become a film classic from 1963 with Steve McQueen, James Garner, Richard Attenborough and many other well-known actors); the recovery of the *Lady Be Good*; the Japanese 1945 surrender aboard the *USS Missouri*; the capture of Pegasus Bridge; Michael Wittmann's last battle; Who Downed Douglas Bader?; Roger Morgan's article about the Man Who Never Was (which is still a fascinating story after 80 years); and the suicide of Heinrich Himmler.

I certainly highly recommend this outstanding book to anyone interested in learning about many of the interesting facets of World War II. Reading the stories in this collection of 'The Best' will carry you into some of the most interesting and compelling military campaigns of the war.

I really appreciate the opportunity to review this book and thank Casemate Publishers and IPMS-USA.

ISBN 9781870067980

Hardback book w/dust cover, 12 x 8.5, 264 pages, over 750 illustrations

Company: Pen & Sword



Stalag Luft 3 and the Great Escape

By Jon Heilmann

The history of members of the Royal Air Force in captivity as Germans began on September 3, 1939, the day war was declared in Europe, when an RAF officer was shot down on a reconnaissance mission over the North Sea. He awoke, who flew a German warplane, landed alongside the landing wreck and took the pilot prisoner. Striking the remainder of the year, most aircraft were captured and by the end of 1939 a total of 13 were located in a field near the city of Kassel.

After the war, it is worth going up that in three weeks of the war, relations between the Germans and their air force prisoners had been one of great animosity and that life in Luftwaffe prisoner-of-war camps had been very comfortable. However, in practice, the life of an RAF prisoner differed only little from that of the members of the other services. The prisoners were housed in permanent brick buildings and were treated in civil, and prevented from any sort of communal life. It was not until the spring of 1941 that the permanent buildings were abandoned and the first wooden huts were built in order for food to be exchanged.

In April 1941, the Luftwaffe's most famous camp, Stalag Luft 3, was opened at Sagan in Lower Silesia, about 100 miles east of Berlin. Silesia is a historic region that is generally considered the base of the upper and middle Elbe river. Upper Silesia is an area highlighted region fronting on the Sudetes mountains, was second only to the Ruhr as a major military and political center, largely because of its immense natural resources and industrial development. Frederick the Great fortified the Havelberg for control of Silesia from 1740 to 1763 and, at the end of the Seven Years War, Prussia became ruler of the whole region. It remained in Prussian hands until 1918 when, under the terms of the Versailles Treaty, Upper Silesia, except for the extreme south-east, which became part of Czechoslovakia, was given to Poland. The appointment of Silesia's German population to live under foreign rule was so strong that a partition under the League of Nations was held in 1921. The pro-German region

prompted the Weimar Republic to demand the return of Upper Silesia. Poland, however, refused to surrender to the German demand. In the end, the League of Nations ruled on the matter and divided the area between the two claimants, the heavily industrialized southern section being awarded to Poland.

In 1941, it was intended to house all air force prisoners at Sagan and by the end of that year all but a few had been concentrated there. Sagan was the seat of a Duke of Courland, in the days when Courland was part of Russia, and the site of a battle where the Russian defector Friedrich the Great, Charles Napoleon's king, Sagan came into the hands of a French army, and a line of Sagan

was still the owner of the airfield, which was built in French 19th-century style, when war broke out in 1939. The Germans occupied this site to construct but requested the property back in the way.

Around the airfield had grown up a small and rather unimpressive town, important only as a railway junction which provided railway connections to most parts of Germany and Eastern Europe. The surrounding country is flat, the horizon only broken by small woods south of Sagan in a direct line which runs southeast for between 20 and 30 miles toward the Czechoslovakian border and spreads about the same distance east and west.



Stalag Luft 3 was just one of five prisoner-of-war camps established around Sagan, 100 miles southwest of Berlin. Each Wehrmacht Army Corps Area of the German High Command supported the camps under its jurisdiction, usually with one 'Village' (later for officers) and 'Strategic' (Stratagolager) for other ranks. However, officers were included in some Stalags like Stalag Luft 3 as RAF aircraft were only crewed by officers and NCOs.



Who Downed Douglas Bader?

By Andy Saunders

Who killed the Red Baron? The death of the First World War ace Manfred von Richthofen has led to much speculation about the identity of the pilot who shot him down on April 21, 1918, and there is an almost equal interest in the circumstances of the Second World War ace, Who-downed Douglas Bader?

Could Bader (1904) it is a conclusion that has eluded a positive answer that now we can present, for the very first time, facts that put a different perspective on the capture on August 9, 1941 of one of the most legendary and charismatic fighter leaders of the Second World War.

Of Group Captain Douglas Bader, the RAF's legend, much has been written in countless books and articles and his 1944 biography *March to the Sky* by Paul Brickell was later made into the film of the same name starring Kenneth More (see After the Battle No. 33).

Bader lost his legs in a flying accident before the war but persuaded the RAF to allow him to continue flying once war began. From March 28, 1942, he was Wing Commander of Wing 1 at RAF Tangmere, where he led the Mustang Wing comprising the Spitfire-equipped squadrons, No. 144, 145 and 146. (No. 144 was replaced by No. 41 Squadron in July 1942.)

Always a leader, and back in the crew, Bader went on to make his mark as Wing Leader during his characteristic boldness and great reputation. Under his leadership, he was heavily involved in Major Command's new tactic that saw the RAF go very much into the offensive over Europe. Long-range fighters as a heavy force, the

on almost daily basis the wing participated in 'Wheats' or 'Circus' missions over France and the detail of the part played by the Mustang Squadron during this period under Bader is very well covered in Bader's *Long-range Spies* by Dicky Barker (PML, 1998).



Top: Squadron leader (as he was then) Bader pictured in 1940 on the wing of his Mustangs with No. 242 Squadron. Above: The following year he was flying Spitfires - this is the record card of No. 146 Squadron (which he was piloting on August 9, 1941) simply states that the aircraft was 'struck off charge' (SOC) on August 11.

Six* Questions for the NorthWest Scale Modelers, November 2022

by Scott H. Kruize

- 1: 3 November, 1932, saw a flight fail on takeoff, a ground-loop that damaged the plane at Floyd Bennett Airport, Brooklyn, New York. It was to be an attempt to beat Amelia Earhart's transcontinental record. Who was the pilot? She was one of the best-known American women in aviation, and the ONLY person to have simultaneously held world records for - ? What?
- 2: 2 November 1947. What Fabulous! - Fantastic! - Legendary! - Super-plane made its only ever flight? Hint: at the harbor of Los Angeles, California.
- 3: 2 November 1950. In a ceremony at The White House, Washington, D.C., President Harry S. Truman presented the Harmon International Trophies for the period 1940–1949 to - who? Hint: he wins high-tech international AIR RACES! He earns an advanced college degree in a field that's never even been invented yet! He commands whole Air Forces! - And most important to us loyal, taxpaying, American citizens: we had to buy so many airplanes to replace the ones he broke that even Rocket Man Tim Nelson doesn't know the exact number!
- 4: 2 November 1953. Hey: whoever said it was easy confronting the Red Menace? We needed lots and lots of advanced new fighter planes, with aerodynamic designs, and avionics equipment, never before conceived of! Which one's prototype had an engine flameout this date? Such that its pilot had to put it down, gear up, over an enormous stretch of flat, featureless, Southwestern desert. OK: so it messed up the precious prototype - but the pilot came out good, and the program eventually produced a very large number of super-planes to defend us against all those incoming Commie Russkie-Red-ski atomic bombers.
- 5: 4 November 1954. Well, speaking of all-new delta-winged experimental planes, which one disintegrated in midair over San Diego Bay? It killed its company test pilot while trying to demonstrate what a fabulous plane this would be for the Navy, in front of the press.
- 6: 3 November 1957. This sort-of 'street urchin' could never be awarded any 'Hero of the Soviet Union' medal, yet died this date advancing space technology for the whole world to see.
- 7: 4 November 1962. Speaking of extreme measures taken while confronting the Red Menace, what device was used to set off the last nuclear explosion the U.S. Air Force detonated in the open atmosphere?
- 8: 4 November 1964. We don't think much about it now, considering how important it is to preserving our lives in this day and age, when everybody flies all over the world routinely...but this date saw the very first automatic blind landing. What commercial passenger jet, what carrier?
- 9: 3 November 1980. She died at age 75, the first ever woman to get a degree in aeronautical engineering and design. During the Second World War, she supervised large-scale production of a particular airplane, to defend Canada and to augment the strength of the Royal Air Force. She was given a nickname for so doing, which require that I - of all the members of this Club Chapter, MUST insist on remembering! Who was she?

* More or less...No snarky remarks whatsoever will be entertained about the actual number appearing here in this installment, or of the ability of its Compiler to count! - SHK

- 1) Ruth Rowland Nichols was the only person ever to simultaneously hold the world records in speed, distance, and altitude
- 2) Howard Hughes' Hughes Aircraft Company H-4 Hercules flying boat, NX37602, made its first and only flight
- 3) This legendary aviator, pioneer, and warrior was General James Harold 'Jimmy' Doolittle
- 4) Convair's YF-102 prototype was severely damaged when its Pratt & Whitney J57-P-11 engine flamed out during a test flight
- 5) Another Convair, the YF2Y-1 Sea Dart
- 6) Dog Laika, a female 3-year-old from the streets, died in Earth orbit, confined in a small capsule named Sputnik 2
- 7) Test-firing of a LIVE, ARMED Nike Hercules SAM (Surface-to-Air Missile)
- 8) Plane was a Hawker Siddeley Trident, flying British European Airways
- 9) Who but the one-and-only Elsie McGill, who ran Canadian Car & Foundry, making more than a thousand of what gave her the nickname 'Queen of the Hurricanes'!

***The Bristol Beaufort: A Technical Guide*, by Richard A. Franks**

reviewed by Chris Banyai-Riepl

The latest title from Valiant Wings has dropped, and it covers an aircraft that has not gotten nearly enough attention: the Bristol Beaufort. With recent releases from Airfix in 1/72nd and ICM in 1/48th, this book is both timely and welcome. In the Airframe Details series, this book is designed for the modeler looking for a one-stop reference that has history, technical details, camouflage and markings, and modeling notes on the Beaufort.

The first section covers the technical and historical description, and this begins with the origin story of the Beaufort. It doesn't take a rocket scientist to recognize the resemblance of the Beaufort to the Blenheim, and this section describes how that connection was made. By drawing on the experience gained with the Blenheim, Bristol was able to develop an airframe to fit both the land-based torpedo bomber and the twin-engined reconnaissance aircraft requirement in a single design. This resulted in a new requirement issued and while Avro, Boulton Paul, and Blackburn all submitted designs, Bristol won the contract and the Beaufort took to the air in 1938.

With war rapidly approaching around the world, the Beaufort went into production, both in England and in Australia. By the time fighting broke out, the Beaufort was in service with several units and the type quickly saw combat. The Beaufort found its way into the skies over the Atlantic, the Mediterranean, and Pacific, and in the air forces of Canada, Australia, New Zealand, South Africa, and Turkey in addition to the RAF, and in all nations and theaters it performed well in its role. This operational history is highlighted in the text, and does a good job of showing the versatility of the Beaufort throughout the war.

The next section covers the technical details of the Beaufort, and here you'll find all the bits and pieces that a modeler could possibly want to detail their model with. Each subsystem is documented, and these are illustrated in both technical drawings and photographs. The latter are particularly useful as they include museum and restored examples of the Beaufort, providing some color reference in contrast to the period black and white photos.

With the interior details covered, next up is the exterior, and this is detailed with a fairly comprehensive collection of color profile illustrations. The Beaufort wore quite a varied selection of camouflage schemes, including desert schemes and overall green in addition to the expected RAF day schemes and North Atlantic schemes. In addition to the RAF options, this section also includes illustrations of South African, Canadian, Turkish, and Australian Beauforts, so there are plenty of interesting examples for any modeler to want to build.

Speaking of models, the final part of the book is on models, with two full build articles and a list of available kits and aftermarket accessories. The build articles include one on the 1/72nd Airfix kit and one on the 1/48th ICM kit. Both of these models are recent releases and build up into great examples out of the box, so these detailed build articles will be of great use. The list of accessories is also of value, as it does an excellent job of showing just what is out there, and what you might need for your specific build.

Overall, this is another excellent addition to the Airframe Detail series, and a must-have for anyone wanting to go the extra step with their Airfix or ICM kit build. My thanks to Valiant Wings for the review copy. Visit their website for more information on this and other titles in the Airframe Detail series.

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IPMS Seattle 2023 Dues

Your IPMS Seattle renewal form is included below. Dues will be \$20, 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 December meeting, where Club Treasurer Fuzhou Hu will be happy to assist you.

IPMS Seattle Dues 2023

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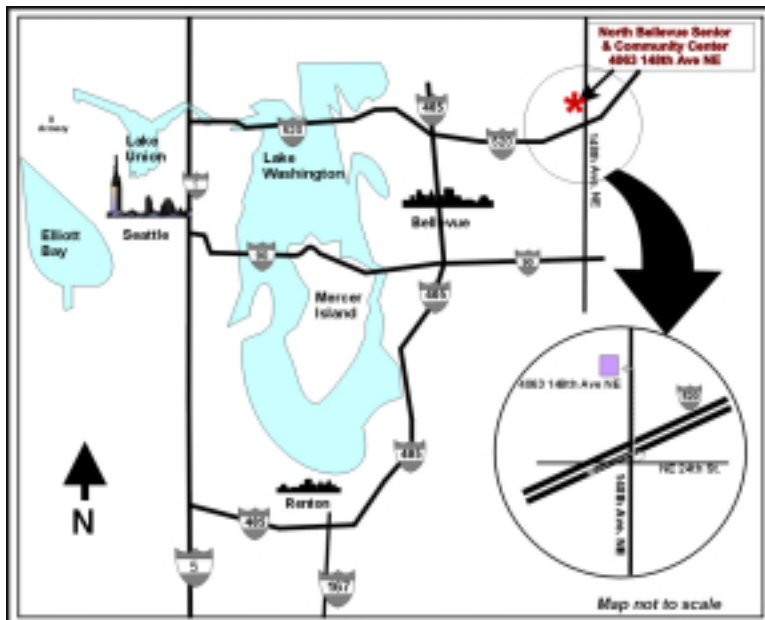
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Next Meeting: December 10

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.