



Seattle Chapter News

Seattle Chapter IPMS/USA January 2022



Club Financials!

Again, we find ourselves at the mercy of this insidious virus; prevented once more from meeting in person this month. Consequently, I will be sending out a Zoom invite to all members this Friday, to meet on Saturday during our normal meeting hours (friends are welcome too!).

If you have a model that you would like to show the group, please send me images by Friday night, and make sure to send them as attachments; do not imbed them in the e-mail. Please send them to me directly at **ModelerEric@Comcast.Net**.

I want to take this opportunity to pass on the club's financials now that we have them to deliver. I have been curious to see this information myself ever since I joined this club in the early '90s, and thanks to club volunteers Fuchou ('Fu') Hu and Rick Taylor, we finally have good information to pass along. Please read along with the (attached) documents:

From Fu (Club Treasurer) – addressing “2021 Club Financial Report” attachment:

First of all, a big thanks to all the members, both new faces and those who have been with the club for many years. You make it fun to see and show off models, and your membership dues help to keep the club operating. The big news this year is we resumed in-person meetings. We're in good standing with IPMS-USA and were proud to sponsor three award categories at the national convention in Las Vegas. Finally, as you know, we haven't had a Spring Show and the income that it generates for two years. The balances are down a bit, but that's what the reserves are for. And there is a healthy amount to be able to continue for the near future. If the Spring Show goes according to plan, we should be able to maintain and even grow it this year.

From Rick Taylor (Spring Show Chairman) – addressing “IPMS Spring Show Financials” attachment:

The annual IPMS Seattle Spring Show is believed to be the largest model show on the west coast and is the club's largest money maker. Spencer Tom has done a great job of tracking the show expenses for years. We track the show's finances in two major buckets – the show itself, and the raffle. The show itself accounts for most of the expenses between the rental of the community center, the rental of tables, and show trophies/ribbons. The show revenue consists of general admission, contest registration, and the rental of vendor tables. It results in a small profit which goes towards club general expenses. The raffle is the money maker. It generates more revenue than the show with minimal expenses. In 2019, the Spring Show plus raffle generated a net income of \$4,294 for the club. Show revenue was \$8,737 with show expenses of \$6,934 yielding net income of \$1,803. The raffle revenue was \$2,827 and expenses of \$335 yielding net income of \$2,492.

For 2022, we expect to see increased expenses in most areas. To compensate for this, we will be tightening cost controls and increasing contest registration from \$10 to \$15 and increasing the vendor table rate from \$40 per table to \$50 per table in the main room and \$45 in the smaller room. With these changes we expect to have a successful spring show and fund the club's major expenses for the upcoming year

If you have any questions about anything that you are seeing in the documents, you can ask at the Zoom meeting this Saturday, or wait until the beginning of the next general meeting and we can (collectively) respond to you. I want to ask that you don't contact Fu or Rick directly – that's not exactly what they signed up for! :-)

In the meantime, Model-On Good People!

Eric

In This Issue

Eduard Fw 190A-8	3
Cold War Berlin: An Island City	4
Eduard Italian Smoke Rings	7
Stash Value: None, or What?	8
ICM Chevrolet G7107	10
Jeeps Invade Spring Show!	15
Jeeps	16
Meeting Information and 2022 Schedule	16

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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 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.

January Meeting Cancelled
March 12

February 12
April 9

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 (airfare) 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.: _____

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Eduard 1/48th Scale Focke-Wulf Fw 190A-8 Weekend Edition

by Jacob Russell

The Focke-Wulf Fw 190A-8 was a versatile fighter that saw extensive service with the Luftwaffe during the final battles of World War II. Powered by the BMW 801D-2 radial engine which turned the VDM 9-12176A three-bladed propeller, the A-8 had armor plates added to the fuselage and canopy for extra protection in the Sturmbock role when attacking Allied bombers and their escort fighters high. It was heavily armed with two cowling-mounted MG131 machine guns, and two pairs of MG151/20 cannons, one mounted at the wing roots and another pair in the wings mid-span. The A-8 had the MW50 (Methanol Water) injection system, the larger 10.5m wing plus and the FuG 16ZZY radio and the FuG 25 IFF and the Pfeil G VI D/F loop.



This is the Weekend Edition of the retooled Focke-Wulf Fw 190A-8. The A-8 kit is a very comprehensive kit, consisting of 193 injection molded parts, both gray and clear, on five sprues. The fuselage and the wings have recessed rivets and panel lines and this surface detail is well done. The rivets in particular are spectacular and they will look great under carefully applied paint and thoughtful weathering. The cockpit is a busy, detailed assembly that will look great with an oil wash and some careful detail painting.

The two decal sheets (there is a smaller one for air frame stencils) are comprehensive and include four different decal options:

"Black Double Chevron", Hptm. Wilhelm Moritz, CO of IV. (Sturm)/JG 3, Memmingen, Germany, July 1944. This colorful and heavily armored A-8 was painted in the mid-War RLM 74/75/76 camouflage with a 74/75 mottle and white fuselage band. The spinner was black with a white spiral, the cowling and wingroots were black and the MG 131 machine guns were deleted. The canopy and windscreen carried armored glass.

"Yellow 2", W.Nr. 682181, Fw. Hubert Engst, 6.(Sturm)/JG 399, Löbnitz, Germany, early 1944. This A-8 was painted RLM 74/75/76 with a dense 74/75 mottle and a blue/white/blue fuselage band. The lower cowl was RLM 04 Yellow, the spinner was black with a white spiral and the MG 131 machine guns were deleted.

"Yellow 1", W. Nr. 681343, Obgefr. Karl Kleeman, 7.(Sturm)/JG 4, Welzow, Germany, September 1944. This A-8 Sturmbock was painted RLM 74/75/76 with a very dense 74/75 mottle and a black/white/black fuselage band. The lower cowl was RLM 04 Yellow, the spinner was black with a white spiral and the MG 131 machine guns were deleted. The canopy also had additional armor-plated glass.

"Red 2", W. Nr. 739431, Lt. Norbert Graziadei, 5.(Sturm)/JG 4, Löbnitz, Germany, October 1944. This A-8 Sturmbock was painted RLM 74/75/76 with a loose dense 74/75 mottle and a red fuselage band. The lower cowl was RLM 04 Yellow, the spinner was black with a white spiral and the MG 131 machine guns were deleted.

Eduard's instructions are well laid out. They include a parts map, a logical, illustrated assembly sequence, seven color profiles and a stencil application guide. Color callouts are for GSI Creos (Gunze) Acqueos, Mr. Color, and Mission Models paints.

Eduard's Fw 190A-8 is an outstanding kit. It's accurate and well detailed right out of the box and the marking options are all very interesting. The Weekend Edition features four color marking options and if you don't like these there are numerous aftermarket Fw 190A-8 decal sheets available. You can also increase the detail level by choosing from Eduard's many photo-etched and Brassin sets. I recommend this kit and I would like to thank Eduard for providing the review sample.

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

Cold War Berlin: An Island City, Volume 2: The Berlin Wall, 1950-1961,
by Andrew Long

reviewed by Bob LaBouy

Publisher's description:

"From the moment the DDR was formed in 1949, many of its citizens chose to leave to start a new life in the West. By the mid-1950s, the trickle had turned into a flood as large numbers rejected Walter Ulbricht's Communist paradise. His 'Workers' & Peasants' State' could not afford to lose the skills and productivity from these key workers, so he proposed a radical solution – physically stop them leaving by fencing in the whole population. His plan would fortify the Inner German Border from the Baltic to the Czech border and would build a Wall around West Berlin to stop the flow of East German refugees to the West. It was a bold, innovative, and desperate move from a morally bankrupt and failing state.

This book explores the background and build-up to this monumental decision, reviewing the dramatic geo-political developments of the 1950s and early 1960s as international tensions threatened the post-war peace. Berlin was becoming the front-line in the new Cold War and would witness some of its most dramatic and dangerous moments.

It examines in detail how Operation Rose, the August 1961 operation to close the border between East and West Berlin, was planned and executed and looks at how the world reacted, including the tense stand-off at Checkpoint Charlie in October 1961 between American and Soviet tanks, which could have so easily escalated into the Third World War.

The book looks at how the East Germans developed and 'improved' the Wall over time with brutal efficiency, creating a highly fortified barrier, manned by elite troops. Despite that, many brave and enterprising individuals risked everything to try to escape to the West over, under or through the Wall. Some made it, but many were captured or killed attempting it.

This is the second title from the author in a series of books on Cold War Berlin. It concentrates on the years 1950 to 1961, picking up where the first book finished, but also looks at developments of the Wall right through to the 1980s. The text is accompanied with numerous photos, maps, diagrams, and illustrations, which help tell this fascinating story."

Contents

Acknowledgements - Page 2

Abbreviations - Page 2

Introduction - Page 3

 The Workers and Peasants' State - Page 4

Building Socialism - Page 6

Secret Berlin - Page 12

A Tale of Two Cities - Page 21

 An Accident Waiting to Happen - Page 24

Operation Rose - Page 31

A New Reality - Page 54

Confrontation at Checkpoint Charlie - Page 59

Die Mauer - Page 67

A Bid For Freedom - Page 74

Conclusion

Appendices

 The Inner German Border

 Crossing Points and Transit Routes

 from FRG Across DDR to West Berlin

 Statistics for Refugees From East

 Germany to West Germany

Selected Bibliography/Further Reading - Page 90

Notes - Page 91

Lexicon - Page 94

About Author - Page 96

My Personal Observations:

I would like to share some personal observations with my fellow modelers and historians.

I first traveled abroad and into Germany to visit some of my extended family, whom I had never met, during the Spring of 1983—almost 40 years ago. This was an extremely pleasant and happy trip for me. My grandfather's name was Oberbillig and has quite a bit of history going back early 17th century.

Germany and particularly Berlin are wonderful places to visit or live with the agricultural, forests, automobile manufacturers, foods, wine and not but least German beer! As a proud third generation German American, I am always exploring Germany's social and political history which has really been in a state of almost constant turmoil since the rise of the German Empire in 1871, which was followed by War to End All Worlds (World War I), the Weimar Republic, the dark Nazi period and World War II and finally the Occupation and the division of post-world war into East – West Germany.

When I had my first opportunity to visit Germany in 1983, I was amazed at the 'new' and modern Germany, though the differences between the then two Germanies couldn't have more apparent. While West Germany was well on its way through its reconstruction, whenever I was able to see East Germany, it almost appeared to be just having been bombed. There were lots of wartime rubble and no signs of anything being done to return to even pre-war period. Almost anything made of steel or other metals had stripped away and apparently shipped back to Russia.

However, I was privileged to have an invitation to travel into the central corridor and in through East Germany and onto Berlin. Again, several observations: I was shocked by the sight of hundreds of Soviet tanks along the rail sidings. Most were covered with a gauze-like covering, though occasional holes revealed they were in fact large tanks (possibly T-54 or later models). After crossing a double fenced barrier came the 'death zone' of about 100 meters, followed by another double wire barrier and the high boarder watch and guard towers.

Because this was an American military train, we were briefed that we were to stay on the train during entire transit across the frontier. The East German guards walked through the cars for brief review and if anything were to happen our train would be move to a siding and held there until the issue was resolved. The train's engines were removed and only East German engines were permitted to transit the corridor.

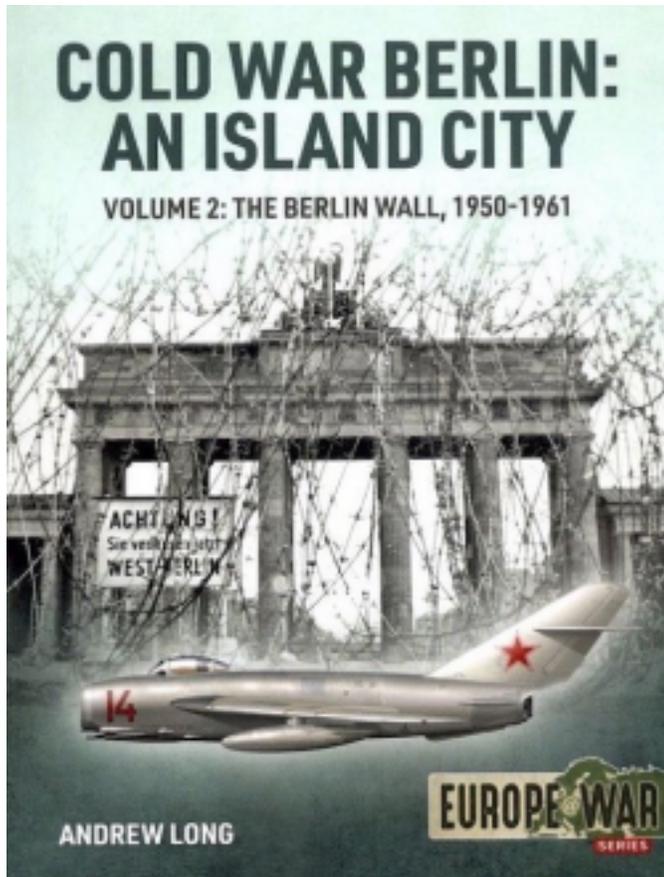
One of the scariest aspects of our transit into Berlin was the fact that we arrived at the East German border as the sun set and we were told that we were 'permitted' to visit the duty free store. I was told to never leave the train from the four cars in our train, I saw no other people taking the 'opportunity' to visit this store. As our train started to slowly pull, we saw the store clerk turn off the few lights in the store. It then seemed that the whole village of Helmstadt was lit by about four or five small street lights. Throughout the remainder of our trip through East Germany there were very few lights until we started to arrive in the outskirts of Berlin. Another aspect worth mentioning is that across the border in East Berlin all of the street lights, those along the Berlin Wall and at the watch towers were a peculiar yellowish color and in stark contrast to the very bright lights across the border in West Berlin.

I visited Berlin last in 2018 and found it to have undergone a massive redevelopment in the city's physical appearance. I couldn't even find any of the old Soviet era drab and crumbling structures. The only noticeable remnants of the prior walls are the marker bricks along original Berlin wall path. If you're not aware of those path lines or don't look down to find them, you'd never know where they once were, or that freedom of travel past that line once was literally punishable by death. There are a few small sections of the wall (both in Berlin and in other German cities) as reminders what Soviet domination meant. I'll never forget.

For those interested the author has previously published another book covering the late 1940s up through the period where this book picks up the story. You'll find it under the Helion & Company lists of books, as *Cold War Berlin: An Island City Volume 1*. Also worth mentioning, I have seen at least one 1/35th scale model of a small section the Berlin Wall, which could provide the basis of a small diorama scene.

I have also attached several JPG images to help illustrate some of the great illustrations and photos found throughout this book.

My thanks for this review book to Helion & Company and IPMS/USA for my opportunity to review, read and thoroughly enjoy this book and the online versions. I certainly brought back many memories for me. I recommend this book for all scale modelers as well as those interested in modern German history and the terrible price many Germans paid for their freedom in the 1950s to early 1990s.



COLD WAR BERLIN: AN ISLAND CITY

VOLUME 2: THE BERLIN WALL, 1950-1961

ANDREW LONG

EUROPE WAR
SERIES

COLD WAR BERLIN: AN ISLAND CITY VOLUME 2: THE BERLIN WALL, 1950-1961



A MiG-17 (NATO designation Favo-C) of the 19 GvVP (Gendarmen (Landwehr) Autowacht) Volksguardia Fighter Air Regiment (based at LZG Air Base, 10km north-west-east of Berlin, 19 GvVP New MiG-17s from 1952 to 1962 when they transitioned to the 7th NATO designation MiG-17) was located next to the northern air corridor between the West Germany and West Berlin, and MiG-17 pilots would have habitually encountered with Western military and civil aircraft (airlock by Tom Cooper)



Lockheed F-104A Starfighter from the Tennessee Air National Guard 101st Fighter-Interceptor Group, based at MCFB (now AFB), Tennessee, deployed to Frankfurt AB in Germany November 1961. In response to the Berlin crisis, President Kennedy mobilized 16000 National Guardsmen and Reservists, with some units being deployed in Europe. From the USAF units were assigned to the 101st, forming their 104th to National Guardsmen. The multi-winged F-104A single-engine, nicknamed the "Dagger" because of its distinctive Mach 2 performance, had a short range and an ill-reputation capability. As a result the USAF had to discontinue the program and by then several Europe in Douglas C-124 Globemaster transport aircraft. While deployed the "10th Air Guard" markings were replaced with "101st Air Force" to avoid any confusion amongst Allied crews. (Airlock by Tom Cooper)



RAF de Havilland Canada DHC-1 Chipmunk T10 (WZ882) was operated by BR905, out of RAF Gatow, West Berlin. The Chipmunk was operated by 905 personnel assigned to The British Commander-in-Chief's Mission to the Soviet Forces of Occupation in Germany (BR905) under Operation Oberon, flying around the Berlin Central Zone (including Berlin) and troop movements. On the morning of 13 August 1961, BR905 Chipmunks were some of the first to report the erection of the Berlin closure. Throughout the life of the Berlin Wall, these photographic every model of it on their regular reconnaissance sorties. BR905 operated Chipmunks from 1958 to 1960. (WZ882 was the final of the type used by the unit, operating from November 1958 to June 1961. (Airlock by Tom Cooper)

COLD WAR BERLIN: AN ISLAND CITY VOLUME 2: THE BERLIN WALL, 1950-1961



East German Army Militia line-up in close order to see off Soviet Army border crossing points, the Brandenburg Gate, 13 August 1961. (John Anderson)



A Soviet officer directing a column. Behind them is a Wasserwerk DZC water column, 13 August 1961. (John Anderson)



A Soviet officer directing a column. Behind them is a Wasserwerk DZC water column, 13 August 1961. (John Anderson)



BR-112 armoured personnel carriers of the East German Grenztruppen at the Brandenburg Gate, 13 August 1961. (John Anderson)



A British APC, just across the white line in the lower sector the individual in civilian clothes looking through the window is probably Sean, 13 August 1961. (John Anderson)

Brandenburg Gate
From about 0200, a gradual build-up of things, tanks and armoured personnel carriers (APCs) began behind the iconic Brandenburg Gate on Unter den Linden, and in and around the governmental quarter either side of it. For the westerners, they stayed out of sight and away from the famous columns, which were still officially open for traffic. When tanks, APCs and other tanks were positioned in side streets near important junctions in case of a Pioneer challenge or serious instructions. At 0205, the 10th Berlin Police chief got white lines on alert as there was great uncertainty over what events might follow.

As the morning went on, the East Germans began a carefully choreographed procession, where they slowly took possession of the Brandenburg Gate - which was in the Soviet sector - being in view of the Pioneer. Allies were going to be told, first, hundreds of East German soldiers in a line of the Gate, standing close shoulder to shoulder and armed with sub-machine guns. By 0205, the Gate was effectively closed. Just after 0600, BR-112 armoured personnel carriers of the Grenztruppen slowly advanced between the columns. The BR-112s were accompanied by Wasserwerk-SE 2 water cannons for crowd control and which slowly edged forward and toward east, pointing towards to Straße des 17. Juni and Stargarten in the British sector. The BR-112s tried



The American side of Checkpoint Charlie, April 1961. (Author)



Observation platform, security to the Berlin Wall, Checkpoint Charlie in April 1961. It shows the border fortifications clearly - from West to East: concrete 7.5 high intensity floodlights, 8.5 metre high Signal/Fence Columns with access gate and lower (interland) wall; hidden from view are the Patrol Road, Control Strip and any other defences. The buildings on the other side are unobscured apart from recent observation points. (Author)



View from the observation platform at Checkpoint Charlie looking East over the Berlin Wall, constructed from concrete 7.5, with a 8.5 metre high in the background, April 1961. (Author)



Close-up of graffiti on Grenzwall 7.5 on what remains of Zimmerskalle adjacent to Checkpoint Charlie, April 1961. (Author)



View from observation platform, security to the Berlin Wall, Checkpoint Charlie in April 1961. It shows the border fortifications clearly - from West to East: concrete 7.5 high intensity floodlights, Signal/Fence and lower (interland) wall, April 1961. (Author)



View from observation platform, security to the Berlin Wall, Checkpoint Charlie in April 1961. It shows the border fortifications clearly - from West to East: concrete 7.5 high intensity floodlights, Signal/Fence and lower (interland) wall, April 1961. (Author)

Eduard 1/48th Scale Italian Smoke Rings Camouflage

by Jacob Russell

This exciting new decal sheet is for applying Italian World War II smoke rings camouflage on the Hasegawa and Tauro Models 1/48th scale Macchi C.202 and 205 kits. It will be easy to use and it consists of individual rings to apply, one by one. The sheet is for a single aircraft. The smoke rings themselves have a convincing "blurred" appearance so they will look sprayed on by airbrush under some careful weathering, oil washes, etc.

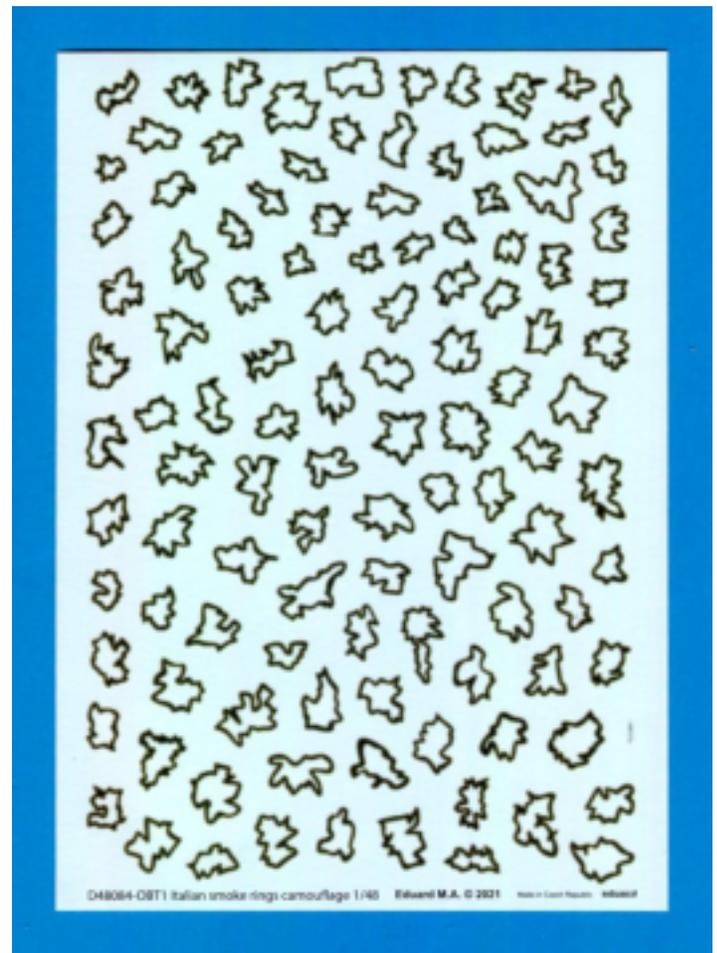
This is a fantastic idea! You need a steady hand, the ability to focus and absolute trust in your airbrush to paint smoke rings by hand. I'm ready to use any aftermarket accessory that makes things easier for me. I have the Hasegawa C.202 kit and I planned to try my hand at painting smoke rings. Now I don't have to.

I recommend that you find photographs of the plane you intend to model because the smoke rings came in different sizes and thicknesses. Macchis of the 3° Stormo, 51° Stormo, 53° Stormo and 154° Gruppo among others had smoke ring camouflage so check your references carefully. I recommend this decal sheet and I would like to thank Eduard for the review sample.

References

Macchi C.202 in action, Aircraft No. 41, by Roberto Gentilli & Luigi Gorena, Squadron/Signal Publications, 1980

Aer. Macchi C.202, Ali D'Italia 2, by Giorgio Apostolo, La Bancarella Aeronautica, 1995



Stash Value: None, or What?

by Scott H. Kruize

My kit stash isn't worth anything.

Neither is yours. Neither is anybody's.

Recall two recent Chapter meetings. Prez Eric – surprising us yet again with another demonstration of his near-superhuman powers – brought in October box after big box of unbuilt plastic kits: around 1,500 of them.

Most were 1/72nd scale airplane kits from quite a ways back. The makers were perfectly respectable, but their kit contents were made to the standards Then, not those Now. None were still in production; none the kind we're willing to pay for. (From Web-based mail order houses, of course: pretty much all there are since the general demise of hobby shops.) Such kits had prices that we had to budget hard for, modeling as kids back Then, but this huge mass from that period went for...

FREE!

The decades-long accumulation belonged to a modeler that we don't know – not a Chapter member – but his son learned of us: “My brothers and I have been scouring the Internet trying to find like-minded people that may be interested in...his collection.” After Eric enumerated the costs and possible benefits of various ways of handling it, the son decided just to let our club have everything...hence our Prez ended up offering us all those boxes, All that COULD be done at our meetings was to give them away.

No exaggeration: not only did all us ninety-plus present spend well over an hour perusing this windfall, we didn't take it all. Not till the following month's meeting did most of the remainder get taken. Even then, some were left behind.

Being philosophically unable to allow plastic model kits to go into a landfill, as threatened – and I'm not the only one – I took a modest-sized box to the Renton St. Vincent de Paul's Thrift Store. Three weeks later, attending their monthly half-off sale, it was clear that those donations hadn't leapt off the shelves. Some still sat amid the puzzles.

Back to my opening line: my stash would generate little – if any – cash in sales. My nearly five hundred kit boxes are – for what it's worth – regarded by some of you modeling colleagues as but a trifle...a feeble, minimalist imitation of an actual model stash. Some of those colleagues have a higher proportion of more modern kits that – as I write this – retain some commercial value. But that'll fade over time, just like our deceased benefactor's collection.

Let's leave that grim prognosis, and cheer up by changing viewpoints from financial to functional...



I've got a KIT STASH! Unimaginable when modeling way back When. I never had more than one kit at a time: one purchase at Thunderbird Drugs consumed my entire weekly allowance. Like the rest of you, my income rose in adulthood. Even in real terms, correcting for inflation and expenses. I have to put a roof over my own head, clothes on my own back, food on my own table, expenses I should've appreciated more as my parents covered them. Nevertheless, now I still have enough so-called 'disposable income' to have gathered several racks of kits.

I can draw any out whenever I feel like it... whenever I have a little time and energy. In between, I look over my shelves with all the pleasure misers must get, I suppose, of fondling gold coins. If my personal 'build rate' is factored against actuarial tables, it seems next-to-inevitable that I'll never get all my kits built, even if I never purchase a single additional one. Nevertheless, I'm rich! Rich, rich, RICH! Bu-WAH-ha-HA! Even richer now, having taken a few of the old kits from those two IPMS meetings. None of you fellow club members dare accuse me of being foolish... how could YOU possibly reach the requisite Moral High Ground, weighed down as you are by your own stashes?

Be that as it may, my wife Sandra says everyone ought to have at least some refuge – some experience – some part of their life – where they have the feeling of being rich. We modelers are fortunate to have such. Come to think of it, that's why I cling to that slogan I inherited when I took on writing for the column at *Internet Modeler*:

Build What You Want, the Way You Want To, and Above All, Have Fun!



ICM 1/35th Scale Chevrolet G7107 WWII Army Truck

by Phillip Cavender

This is a new tooling from ICM introduced in 2021 of the iconic Chevrolet G506 truck, cast from 100% new molds according to the ICM website.

The following comes directly from their website:

“Delivery of Chevrolet cars to Lend-Lease from the United States began in 1942. Until the end of the war, the number of these vehicles in the Soviet Army exceeded 47,000 units. Thanks to these trucks, the level of mechanization and mobility of combat formations has reached a new level. Chevrolet trucks were used both in combat units and in the rear. They were used to transport infantry, as artillery tractors, ambulances, mobile radios, to deliver ammunition, etc. Reliable enough and easy to operate, maneuverable and with good maneuverability, they rightfully enjoyed the love and respect of the soldiers. Also, in addition to performing the functions of trucks, many vehicles of this series served as the basis for the installation of multiple launch rocket systems – the well-known combat vehicles of rocket artillery, better known as “Katyusha”.”



Initially Chevrolet started production with their 1-1/2-ton 4 x 4 trucks in August 1940 with six versions. Cargo truck with and without winch, dump truck with and without winch, panel truck and bomb service truck. The vast majority of the 1-1/2 4 x 4 trucks delivered through the Lend-Lease program were Chevrolets, accounting for over 60,000. When production ended in 1945 twelve versions were produced with the G preface letter. ICM's G7107 represents a cargo truck without winch and having a short wheel-base of 145 inches.

The kit box is 12" long x 9" wide x 2-1/4". It has a colorful overlay with pictures and pertinent information. The inner box is constructed of heavy gauge cardboard, side opening typical lately of ICM marketing of their kits. Inside we find a resealable cellophane bag containing five grey sprues, one small bag with clear parts, a small decal sheet and an instructional booklet in portrait fashion. Due to the small parts on the sprues, a better option would be to place each sprue in its separate bag, although the kit I received was intact with no damage to the parts.

ICM states that this kit is 100% new molds. Upon opening any model kit, what I like to look for is the amount of work, such as mold relief tapers, flashing, ejector pin release points (recessed or elevated marks), mold shift points, sprue attachment/location points and mold seams that need to be addressed during construction. The parts have crisp detail. However, there are several pin release points seen which will have to be sanded or filled. Whether these come into play, I will find out during the construction. The sprues have absolutely zero percent flash and very little seam lines that need to be cleaned up. The attachment points are kept to a minimum and are located in non-discreet areas.

The instruction manual is printed in portrait orientation on 32 pages with 129 steps, albeit most steps involve one or two parts. Color call outs include the brands: ICM's newest paints, Revell, and Tamiya. Also, included in the instructions are images for the parts layout and two pages of markings and painting guides for four vehicles all painted in olive drab.

Car from a Lend-Lease consignment, 1943.

Chevrolet G7107, 14th Guards Mechanized Brigade of the 4th Guards Mechanized Corps, Yugoslavia, 1944

Chevrolet G7107, 1st Belorussian Front, Poland, Kustrin, February 1945

Chevrolet G7107, 10th Guards Mechanized Brigade of the 5th Guards Mechanized Corps of the 4th Tank Army, Czechoslovakia, May 1945.

The kit has one small decal sheet, but doesn't include photo-etch. With the detail molded by ICM, photo-etch may not be needed.

ICM has broken down, more or less, the construction into three basic sub-assemblies allowing the modeler to paint and add detail such as wiring, hoses or the like.

Chassis and Engine (Steps 1-45)

Cab, Fenders and Hood (Steps 46-74)

Cargo Bed and Tires (Steps 75-125)

Let me preface my review by stating that as modelers we do not always follow the instructions step by step. We tend to skip around completing steps in advance while letting previous steps dry or bond. For this build and review, I did indeed skip steps, but I will describe what I found in each step, pros or cons, so the builder will be enlightened as to what needs addressed during the build.

Chassis and Engine: Steps 1-15: These steps consist of the construction of the basic frame. Anyone familiar with building ICM kits will recognize the construction techniques in these steps. ICM uses channel side rails (B1, B44) with cross members and a reinforced rear cross member for the pintle hook. A few ejector release points located on the inner surfaces of the channel rails will have to be sanded. Steering gear, hydraulic shock absorber assemblies (D13, D16, D14 and D15), hydrovac assembly (A46, A47) and a 30-gal gas tank are added to the frame. Minor mold seams and mold shifting on the leaf springs will have to be addressed with filing and sanding. The number of leaves (9 to front and 10 to rear) are molded and correct using TM 9-805 as a reference. In steps 14 and 15 are the construction and placement of the transfer case. Test fit the front and rear axle propeller shafts before final gluing in the transfer case in step 15.

Steps 16-19: Moving on to the building the front axle assembly ICM has molded excellent detail compared to references. Although the front wheels aren't molded to articulate, this can be accomplished by minor scratch building and modifications to the steering mechanism. The front wheel hubs combined with the two-piece front brake drum assembly, steering knuckle (part D11), steering knuckle arm, axle shaft and universal joint assemblies allow these modifications to be made. Before gluing the two-piece front brake assemblies (parts D19, D20, D25 and D26) the direction of the wheels was decided and then the brake assemblies were glued into place. Additionally, ICM provides in step 19 the attachment of the front axle and front axle propeller shaft to the transfer case. The diagram not only shows the placement, but also the positions of the transmission and transmission to the transfer case propeller shaft even though the engine and transmission aren't assembled until the next step (20). This added information is helpful.

Steps 20-28: With these steps the construction and chassis placement of the BV 1001 4-cycle, gasoline, six-cylinder, inline, engine is accomplished. Assembly starts with gluing the cylinder halves (parts A9, A12), valve cover (part A7), oil pan (part A34). Transmission



assembly (parts B13, B15, D36) is attached to the clutch housing (part A39). Additional small items such as the generator, distributor, fuel pump, thermostat housing, pulley belts and fan are then added to the engine. The thermostat housing (part D52) was left until the radiator was installed in step 67 to ensure proper alignment and placement. Step 28 shows the attachment of the transmission to the transfer case propeller shaft (part B36). I waited until later to make this attachment.

With the completion of the engine, it was time for painting. I primed with black Ammo Mig One Shot Primer then sprayed on a coat of ICM 1025 Natural Steel. These must be thinned with distilled water or acrylic thinner of your choice. I used distilled water diluting 50%. Small engine parts were hand brushed with ICM 1002 Black. Further engine detailing could be accomplished at this point if the hood is to be shown open by the modeler. The engine has excellent detail and shows well without further work. I waited to install the engine until the complete chassis was finished and painted.

Steps 29-34: Returning to the chassis build up, engine placement, and construction of the rear axle in step 29 the attachment of the front cross member occurs. In my build up, I had already constructed the rear axle. Also, in step 32 we see the gluing in of the steering tie rod (part D43). In order to make the steering fully functional the end yokes should be drilled out and a small metal pin installed with plastic washers before gluing to the front wheel hubs. Further detailing and articulation, if one so desires, can be accomplished in step 63 where we see the installation of the pitman arm and steering connector arm.

Steps 35-39: These steps deal with the construction of the three-piece exhaust system and battery compartment located on the right side of the frame along with hanger sides. Parts B38 and B39. Fuel filter (part D58) is also mounted beside of battery in step 39.

Steps 40-45: The side running boards with frame hangers are constructed here. Tread molding is well done by ICM and should show nicely when painted. Also, in steps 44-45 we see the gluing in of the air cleaner and intake manifold to the engine and finally the addition of the spare tire mount (part B8). Since modelers do not always follow the steps, the exhaust manifold and air cleaner were glued on in step 27 previously.

Cab, Fenders and Hood: Steps 46-56: In these steps the actual construction of the cab begins. The cab consists of multiple parts which fit together leaving a seam line. Some minor sanding and Tamiya putty did the trick. Starting with step 46 the rear-view mirror is added to the headliner. Then on to step 47 the dash and headliner are added. Comparing references to the molded dash, ICM appears to be spot-on with regard to the molding accuracy of the instrument cluster. In steps 50-51 the remaining levers and pedals are added. The seat is made up of three sections with some detail to the seat itself. The decal sheet has a decal for the instrument cluster.

Step 57-62: Each of the two doors have four mold ejector pin marks which need to be filled. The doors could be posed open or shut. The door bottom hinges are molded into the cab while the top hinges are part of the side mirrors as shown in Step 125. The window cranks and door handles are glued on. Wrapping up the cab assembly is the installation of the wind vent, current regulator and oil filter on the firewall in step 60. In step 61 and 62 other small engine parts (cranking motor A1 and oil filler tube D23) are added.

Step 63: In this step is the addition of the pitman arm (D10), steering connector arm (D1) and shock absorber arms (D4) to the frame and front axle making up the remainder of the steering linkage. As previously discussed in steps 29-34, the steering can be made to articulate by making changes to the arms. Otherwise, a matter of attaching these detailed parts.

Step 64-74: The four-part radiator is constructed and attached to the frame. Good detail is present in the radiator vents. The engine hood assemblies, side engine panels, fenders, including the earlier version of the radiator guard assembly are installed in these steps. Step 72 shows the installation of the hood with molded on hinges. Parts layout on page 2 also shows hinges molded onto the hood. Thinking I sanded the hinges off after removing the hood from the sprue, I did a little investigating. The actual photo taken of sprue A before construction began revealed the hinges were not molded on. ICM's website does show the hinges on the sprue. However, a quick look into other reviews also did not show the hinges molded on. Scratch building hinges would not be difficult. Using thin plastic card stock and rods, two were made and installed on the hood. Another option would be to use photoetch for the hinges. Good detail on the side engine panels with the Chevrolet lettering is present. The two-part spare tire is glued onto the frame support in step 74.

Cargo Bed and Tires: Steps 75-99: Moving onto the third and final subassembly stage is the construction of the cargo bed. Consisting of multiple parts, the steel bed has excellent detail. The side bed reflectors are either left on or removed depending upon which version is built. Step 96 shows the gas filler tube glued up from two parts (D28, D29) running through the front bed support B24. I chose to leave the filler support to install after the bed was glued on.

Steps 100-108: The wheels are constructed in these steps. They consist of two parts with a center hub. Tire tread detail is consistent with reference photos. Each part has reference points making gluing together a snap. A center hub is used to lock the wheels in place. Careful gluing on the hub allows the wheels to move.

Steps 109-116: ICM provides supports for the bed benches to be either deployed in the down or up positions. I chose to have one up and one deployed down. Excellent detail is molded onto the supports as well as the bench slats. Care should be exercised when removing the tarp bands (C7) in step 116. My suggestion would be to use a razor saw as I learned this the hard way. One of the supports snapped and had to be re-glued. ICM doesn't provide a canvas cover, but one can be made easily.

Steps 117-129 consist of the final assemblies of small parts such as headlights, blackout lights, door handles, hood latches, and windshield arms. Whether the model's windshield is to be displayed in the closed or upright positions, ICM provides wipers for either version. The mirrors, having the upper door hinge molded on, are glued in place. Part D6 (hinge) replaces one of the mirrors if using one only.

With the completion of step 129 construction is complete and onto painting and applying decals. As I had painted the sub-assemblies along the way, final painting was a snap, but I have included my process for painting below.

Painting and Decals: The chassis and wheels were primed with Ammo Mig One Shot Black Primer then two thin applications of ICM 1071 Camouflage Green were applied. ICM paints must be thinned 40-60% with distilled water or acrylic thinner. I used distilled water at 50%. The engine was primed first then one airbrush application of ICM 1025 Natural Steel was added. Weathering was applied using engine grime and dust washes.

The bench seat called for ICM 1009 Deep Green. Not having this color, I chose Vallejo Model Color US Dark Green 70.893 which had similar tones. A burnt umber wash was applied to bring out the seat details. The cab and cargo bed were primed with black primer and then two light coats of ICM 1009 Deep Green were then applied.

The tires were toned down to replicate the appearance of true to life tire colors by using light and dark slate grey pigments, and a pigment binder.

After an application of clear gloss acrylic, the decals were applied using Microset as the setting solution. They laid down as expected without any appearance of silvering. Located on the decal sheet are three red reflector lenses to use on the truck bed. However, I chose to use Tamiya X-27 clear red instead.

Some parts are thin and delicate so the upmost care should be exercised when removing the parts from the sprues. The kit went together without any major issues. Since the Chevrolet G506 was used for the basis for different variations throughout the war, this kit makes a good starting platform for constructing other versions of the 1-1/2-ton 4 x 4 such as radio truck, telephone truck, bomb service truck among others. My only complaint is that there were no Allied army markings included on the decal sheet.

After completing each kit, I ask myself, "would I build this kit again?" In regard to this kit, my answer is "most certainly yes". This definitely was an enjoyable build and I highly recommend it.

References used for this build and review include:

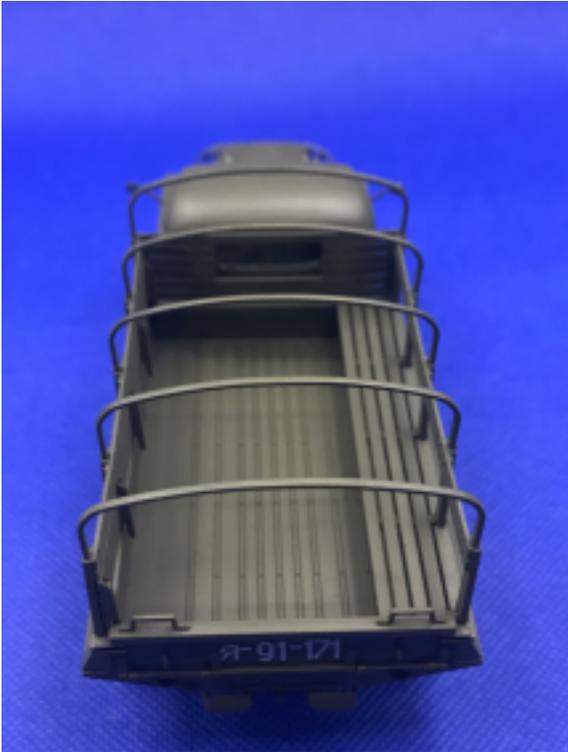
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Thanks to IPMS/USA and ICM for allowing me to review this kit.



Jeeps Invade Spring Show!

by Morgan Girling

The 2022 Spring Show will have two Jeep contests!

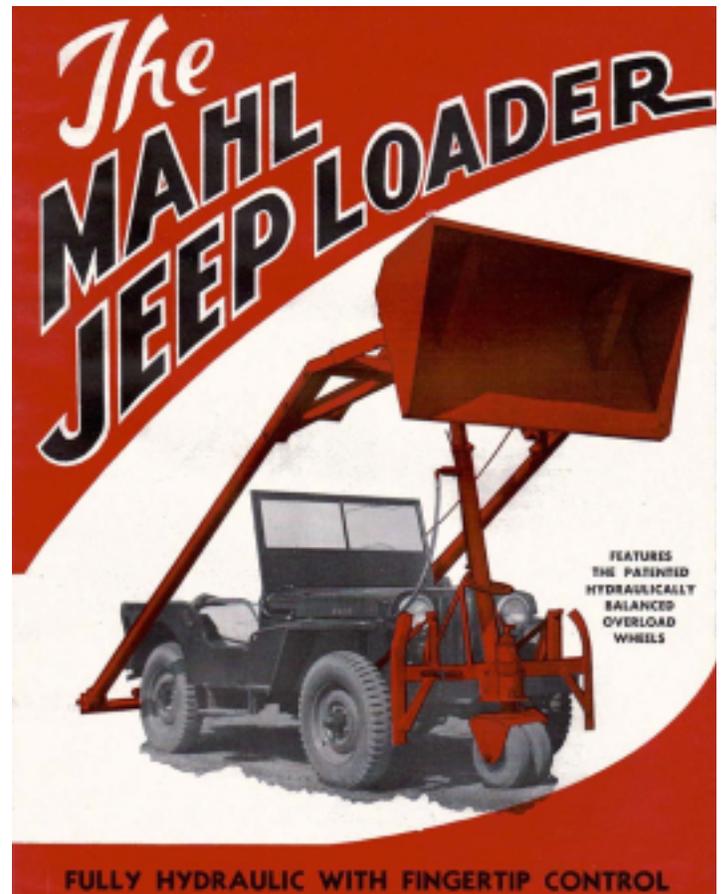
The Jeep Classic

The IPMS Seattle Group Build is as simple as the subject: a Jeep. Even if it isn't your genre, it's useful "set dressing" to have in your collection and it's small enough to not worry about the space it takes up. Pick your scale, pick your kit, pick your scenario, and add any adaptations if desired, and paint scheme. It can be a straight-shootin' military example, a military conversion, a swords-to-plowshares conversion, a civilian conversion like a Jeepney, whatever. It does have to start from a classic wartime jeep (Willys MB, Ford GPW or GPA from WWII or a M151 from Korea and Vietnam), and the resulting model is still a jeep. Judging will be at the 2022 Spring Show, so you have plenty of time to craft your masterpiece.

Modelfy

What's a "Modelfy"? Glad you asked! Start with a base kit (more on that in a moment) and make something completely different from it, using one or more parts from the base kit. Some examples from the past include a pair of sharks derived from a P-38, a submersible created from a Camaro, and a tasty lobster dish from a Merkava tank. I've heard rumors of antigravity jeeps, but don't stop there, how about a "Jeep Carrier", the Starship EnterJeep, or a Drama Dairy?

So what's the base kit? As with the Jeep Classic, your Modelfy entry must start from a classic wartime jeep (Willys MB, Ford GPW or GPA from WWII, or a M151 from Korea and Vietnam), and as mentioned above, must have at least one part that is recognizable from the original kit.



Jeeps

by Scott H. Kruize

(from Disney®/Pixar® CARS)

SARGESEZ:

Ten-HUT! You maggots are DONE with all that Holiday tomfoolery! Now GIT back to work!

I want every last one of them Jeep models finished and ready for Front Line Service at the April Contest-&-Show! Knock off that goofing off and DON'T make me get Corporal Girling to go around KICKING your BUTTS! DISMISSED!



January Meeting is Cancelled

2022 Meeting Schedule:

- February 12
- March 12
- April 9
- April 23 - Spring Show at Renton
- May 14
- June 11
- July 9
- August 13
- September 10
- October 8
- November 12
- December 10

All meetings except for Spring Show at North Bellevue Community/Senior Center

