

Another Useful On-Line Tool, and a Local (Seattle) Hobby Shop I'll Bet You Haven't Visited – Wait, What?

Greetings All -

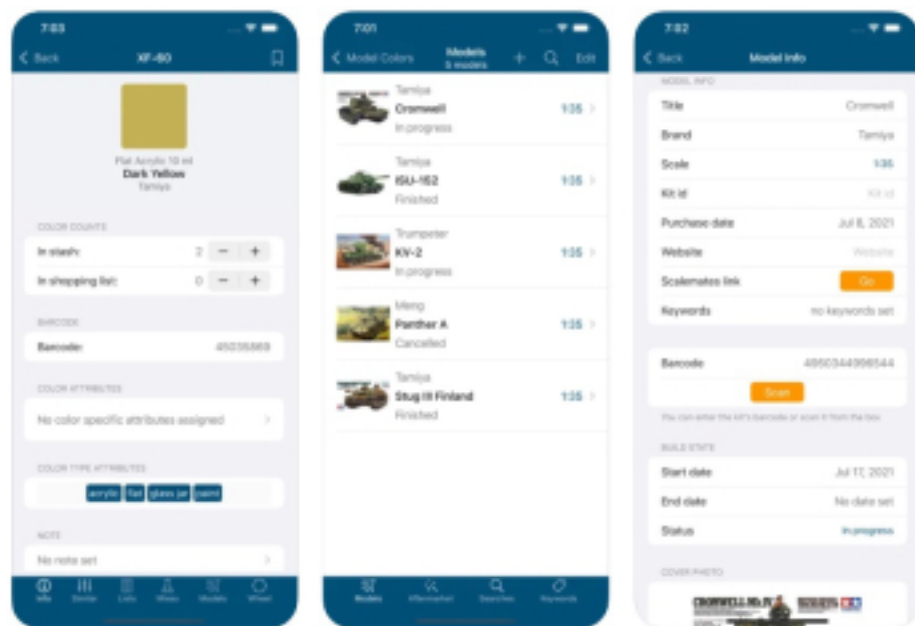
We finally have a Show date (April 29, 2023) for our next Spring Show. Yes, it is a year away, but at least it's a real thing, assuming some other national catastrophe doesn't befall us in the meantime. Kudos to Rick Taylor for chasing this around for us. We still plan to hold a silent auction/sale of raffle kits before that, to try to pare down the massive pile of raffle kits still being stored at Daniel Carey's house. Stay tuned for more information on both of these events.

This month I'm excited to talk about a couple of modeling topics that I feel need some free advertising and a little love from our members.

Model Colors

If you use an iPhone or an iPad, there is a terrific modeling app available called Model Colors. [<https://apps.apple.com/us/app/model-colors/id1200319954>]. This (free) phone app does a GREAT job at managing your modeling stash. While I have not used the app's barcode-driven, model-kit tracking function, I can't imagine modeling the way I do without its paint and weathering product management features.

The user interface for selecting your products from the in-app database is awesome, and managing a shopping list is



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Public Disclaimers, Information, and Appeals for Help

This is the official publication of the Seattle Chapter, IPMS-USA. As such, it serves as the voice for our Chapter, and depends largely upon the generous contributions of our members for articles, comments, club news, and anything else involving plastic scale modeling and associated subjects. Our meetings are generally held on the second Saturday of each month, (see below for actual meeting dates), at the **North Bellevue Community/Senior Center, 4063-148th Ave NE**, in Bellevue. See the back page for a map. Our meetings begin at 10:30 AM, except as noted, and usually last for two to three hours. Our meetings are very informal, and are open to any interested modeler, regardless of interests. Modelers are encouraged to bring their models to the meetings. Subscriptions to the newsletter are included with the Chapter dues. We also highly recommend our members join and support IPMS-USA, the national organization. See below for form. Any of the members listed above will gladly assist you with further information about the Chapter or Society.

The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Chapter or IPMS-USA. You are encouraged to submit any material for this newsletter to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. The newsletter is currently being edited using a PC, and PageMaker 6.5. We are in the process of transitioning to InDesign. Any Word, WordPerfect, or text document for the PC would be suitable for publication. Please do not embed photos or graphics in the text file. Photos and graphics should be submitted as single, separate files. Articles can also be submitted via e-mail, to the editor's address above. Deadline for submission of articles is generally twelve days prior to the next meeting - earlier would be appreciated! Please call me at 425-885-3671 if you have any questions.

If you use or reprint the material contained in the newsletter, we would appreciate attribution both to the author and the source document. Our newsletter is prepared with one thing in mind; this is information for our members, and all fellow modelers, and is prepared and printed in the newsletter in order to expand the skills and knowledge of those fellow modelers.

Upcoming Meeting Dates

The IPMS Seattle 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.

June 11
August 13

July 9
September 10

IPMS/USA MEMBERSHIP FORM			
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City: _____		State: _____ Zip: _____	
Phone: _____		E-mail: _____	
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Type of Membership <input type="checkbox"/> Adult, 1 Year: \$30 <input type="checkbox"/> Adult, 2 Years: \$58 <input type="checkbox"/> Adult, 3 Years: \$86			
<input type="checkbox"/> Junior Under 18 Years \$17		<input type="checkbox"/> Family, 1 Year: \$35 (Adult + \$5, One Set Journal) How Many Cards? _____	
<input type="checkbox"/> Canada & Mexico: \$35		<input type="checkbox"/> Other / Foreign: \$38 (Surfed) - Checks must be drawn on a US bank or international money order	
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PrezNotes

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super easy. I would be hard-pressed to find a single product not present among its 91 manufacturers, a database that is quickly updated once a day, when you first open the app. Every single product from manufacturers like AK Interactive, Ammo, Vallejo, Tamiya, Mission Models, Mig, Alclad, Gaia, Hannants, Lifecolor, etc., etc., etc. is there. The app even contains products from Windsor & Newton and Liquitex.

One of the coolest features that I use regularly is looking up paints sorted by 'hue', so that I can visually pick a color from all of my different browns, for example, if I am not sure what specific brown paint or wash I have in my stash, regardless of manufacturer.

The developer, Jan Ekholm, rounds out my praise for this product by his prompt and friendly responses to my queries. I highly recommend giving this app a try, and if you like it, rewarding Jan's hard work with (an optional) subscription. Download it today – I'll bet you'll find it as useful as I have.

International Model Toys

How many of you have heard of International Model Toys, located in downtown Seattle? OK – how many of you have actually been in the store? Well, last weekend Jackie and I dropped in while driving through the International District and, boy, what a surprise! While the store specializes in Gundam and SciFi models – in fact, that's the only type of kits it carries, the modeling supplies – paint and finishing products – are alone worth a visit (if you're not a Gundam SciFi modeler, that is). In addition to a full line of Tamiya products, most of the other the inventory is imported directly from the Far East, and difficult (if not impossible) to find anywhere else except online. It's the kind of stuff that Pei and Julie bring to the monthly meetings, only in spades. And the prices are competitive, so you can save a lot in shipping if you stop in here first. I bought a bag full of goodies - Mr Hobby PE Primer, five Mr. Weathering Colors, some GSI brushes, a big bottle of Gaia thinner, and a couple of notoriously out-of-stock Tamiya paints. Which of course, were all quickly entered into my Model Colors phone app!

I strongly recommend that you drop in to International Model Toys, say Hey! to owner Tom and his wife, and splurge a little. You won't be disappointed! The store is located at 524 S. King Street, Seattle 98104 - (206) 682-8534. There is free curb-side parking all around the shop, as well as public parking lots nearby.

Eric



“Tripe Gun”

Movie Review by Scott H. Kruize

We modelers are among that subset of humanity that is so enamored of military machines, that we are morally REQUIRED to pay to see Hollywood movies about them...there's a 'new' (!) one just out, which brought back a bunch of memories that I'll try to partly describe here...

It was at about age eight or nine when Father took me to see *The Dam Busters*, made in the U.K. in 1955. What a great movie! We went to the Lakewood Theater one evening, just the two of us. Mother had no particular interest in it, and Chris, being five years younger than me, would have been too young to appreciate it. But I did...although I'm not sure I fully grasped that it showed a real battle...which – thinking about it now – took place not too long before I was born.

After intervening three decades, to 1986 when *Top Gun* came out, I asked Dad to see it with me. I thought we might both be amused, by seeing together another blood-and-thunder shoot-'em-up Hollywood fightin'-and-shootin' action movie.

Not that I thought we would be seeing another Monumental Cinematic Epic like that old *Dam Busters*. I knew Hollywood already had Tom Cruise well-established as their hot box office draw, B-actor though I think he is. I also knew the movie couldn't have a real conflict, so they'd have to make one up. And with the films' release, THAT SONG rapidly took over the airwaves, inescapably. The only thing preserving my sanity during that never-ending top-of-the-charts play time was that my subconscious mind insisted it make up new lyrics: 'Gonna film it right inside the FOOLISH ZONE...Gonna crash it right inTO the DOOFUS ZONE!!!'



That famous still, of Tom Cruise and Kelly McGillis hanging out with and on each other, warned me there'd be the Obligatory Hollywood Sex Scene. Indeed there was, done in low light, and – for all I know – with body doubles. I squirmed through the whole thing in total embarrassment, sitting next to my father. We each suspected the other knew a bit about sex: Father had been married to Mother for decades, siring four children with her...and I'd gotten married while in college as an obvious development of my First Love. But I recall no remarks ever exchanged between us about sex. So there we were in the movie theater, me silently squirming, and Dad silent, too...whether he was squirming or not, I wouldn't know. I will say, however, that I've never seen a Hollywood sex scene which bears even the remotest resemblance to any one I've been in, for real. On screen, it's always frantic fumbling and tearing at clothing, entirely devoid of any detectable pleasure, romantic or otherwise. I classify such scenes – and a lot of other Hollywood stuff – with Father's Profound Worldly Observation: 'That has NOTHING to do with LIFE!'

I've watched Hollywood movies since before I could walk. Augmented by having a brother who studied filmmaking formally – and got his college degree in it – I know all about the Principle of Suspended Disbelief. Audiences are supposed to go along with the screenwriter's story and the director's 'Vision', as the actors try to portray it, and the cinematographer and editor try to convey. There are limits, however...

An awkward little group of brain cells, unimpressed with the Principle, nagged at me with 'Don't you think if an American aircraft carrier group were to get into a big shooting battle over the Indian Ocean with some bad guy MiGs – whoever may have owned them and sicced them on us – maybe this would have prompted at least a teensy MENTION in the news?!' Readers must recall what a huge deal – what a major international incident – was that confrontation between a couple of our Navy's fighters and the two Qaddafi Libyan MiGs. No such brouhaha is even mentioned in this movie.

Of course, in Hollywood, The Hero never triumphs by obeying his superior officers and carrying out his duties the way he's trained and expected to, by the book. To the contrary, Hollywood movies require that success only comes from admirably obstreperous and disobedient out-of-control ego-trippers that don't take crap from anyone. Did you flash on the subtle, almost imperceptible hint given in this movie by Our Hero's call-sign?

Every single cliché that's ever gone into every Hollywood movie with military matters – or any other kind of fightin'-and-shootin' – is in this one. I'm sure I don't need to expound on scenes like the Hero's exile to disciplining disgrace...the inevitable loss of his naively-sweet loyal Sidekick to re-motivate him to return to Save The Day...and with the Last Battle, cement ultimate triumph over his Chief Rival, formerly esteemed by his superiors, but finally needing our Hero to rescue him and put him in his place! BTW, I suffered severe abdominal injuries from laughing as the satire *Hot Shots* set up the demise of THEIR 'naively-sweet loyal Sidekick', as it went onwards and upwards to WAY over the top! [For those who might wish to build a Folland Gnat from that movie in the markings of "THE NAVY", Airfix issued a boxing of their 1/72nd Gnat T.1 kit with *Hot Shots* decals - ED]

A scene which really stood out for me, veteran as I am of close aerial combat. [Not the real thing, mind...and thank goodness! – Just with desperate 1/12th Scale Radio Control Combat with the dreaded SRACs up in Snohomish County.] But the principle is the same: in the movie, the bad guy MiG, directly behind our F-14, fires off a fusillade of glowing cannon shells, which miss because the F-14 does an AXIAL ROLL! What on EARTH could be more futile in evading gunfire than to stay moving straight along the exact same line in front of pursuing hostile guns, while spinning your airplane's wings around its horizontal axis?!

This militarily-worthless maneuver is conducted several times in the movie, presumably because 1) either the Director thinks it makes us in the audience gasp in impressed relief, or 2) it enhances the film Producers' ability to market their creation to the videogame manufacturers, to better exploit anew their 14-year-old-boy clientele. [For those of you interested in aerial dogfighting, the real kind or the less bloody R/C kind, note that the only way to 'Clear your 6' is to TURN: abruptly maneuver up, down, or sideways...What a concept, eh whot?]

Be that as it may, we're trapped by Hollywood's knowing of our 'moral Requirement'... so now there's a Sequel...

WhOOop-Dee-Ducky-DOO!!

Postscript: I reject excoriation by fellow club members thinking I'd ever 'dis' the F-14 Tomcat. To the contrary: I think it's SO cool that I built a model...but not in 'low-vis' shades of gray...BORING! Mine's in glamorous 1930s colors. What's wrong with those Hollywood moguls, who've failed to follow my lead in making their movies?



The Waffen-SS at Arnhem, by Ian Baxter

reviewed by Bob LaBouy

Overview from the Author and Publisher

"The 1944 Arnhem airborne operation, immortalized by the film *A Bridge Too Far*, will forever be remembered as a great British feat of arms. British and Polish paratroopers displayed outstanding courage and tenacity in a desperate last stand situation. And yet, as this book describes, the plan was fatally flawed as the 9th and 10th SS Panzer Divisions were recuperating and concealed nearby. What followed was a bloody battle of attrition the result of which was arguably inevitable.

Drawing on rare and unpublished photographs, this Images of War series work reveals the historical combat record of the 'Hohenstaufen' and 'Frundsberg' divisions. It describes the intensity of the fighting in and around Arnhem between these elite SS and supporting units against a lightly armed yet equally determined enemy. Despite the war being only months away from its end and the defeat increasingly certain, the SS soldier remained fanatically motivated. This superbly illustrated book with its well-researched text and full captions captures the drama of that historic battle for a bridge over the Rhine."

About the Author

"Ian Baxter is an avid collector of WW2 photographs. His previous books in this Series include *Hitler's Boy Soldiers*, *Nazi Concentration Camp Commandants and German Army on the Eastern Front – The Advance*, *German Army on the Eastern Front – The Retreat and Nazi Concentration Camp Commandants*, *The Crushing of Army Group (North)* and the SS Waffen Division series including *SS Leibstandarte Division* and *SS Totenkopf Division At War*. He lives near Chelmsford, Essex."

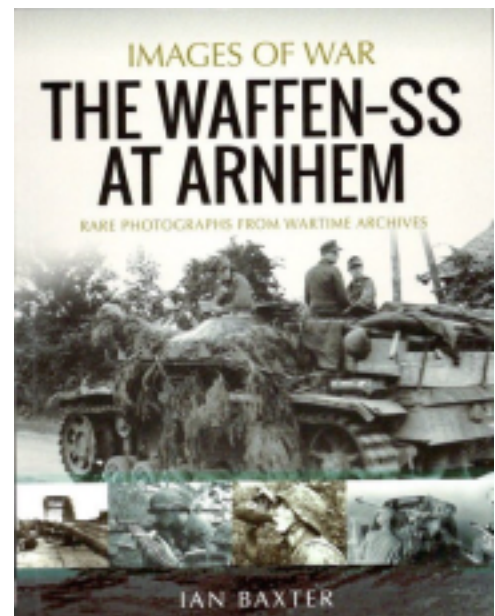
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Notes

In his introduction the author lays out his basic outline in which he lays out the timeline for the action that was about to take place in the small towns surrounding Arnhem during September 1944 and would soon consume two SS Panzer divisions that were resting in the woods. The book provides a concise history of the ensuing battle in which these two divisions hoped to capture "as much of Europe as possible." The two divisions, the 9th Panzer 'Hohenstaufen' and 10th SS 'Frundsberg' are the key participants and the basis for almost all the photographs in this richly documented book.

My wife and I spent several days in Arnhem and Oosterbeek while in Holland a few years ago, which afforded us a great opportunity to see these communities in a very personal way. While the Arnhem bridge has been replaced with a larger modern structure, we were still able to see many of the battle sights from Operation Market Garden for ourselves. We spent several nights in a local residence and heard many stories about the well-known battle. A highlight of our walking tour was our visit through the Airborne War Cemetery and the Villa Hartenstein. The significance of the Hartenstein is that it served as the headquarters for both the Germans under the command of Field Marshall Walter Model and then the British 1st Airborne Division under General Roy Urquhart. We left with greater impression



about the war effort from both the Allied and German side, and especially the British contributions, as evidenced by the large number of Victoria Crosses awarded to those buried and immortalized in the small cemetery.

This book is primarily a collection of photographs. Only approximately 30 pages of the total 112 pages contains the entire text for this book.

As an amateur armor modeler, I was most attracted by the large number of the armor tracked vehicles heavily camouflaged with sections of deciduous and conifer tree limbs. I've attached several images to better illustrate this aspect of the German defensive effort.

Photographs of German soldiers are also covered and described in detail (e.g., the dot 44 SS camouflage patterns) which provide good deal of resource references for figure painters and modelers as well.

You will also gain a much better understanding of the British and Allied efforts from reading the brief written narratives which precedes each chapter and accompany the photographs.

My thanks for this review book to Casemate Publications, Pen & Sword, and IPMS/USA for my opportunity to review, read and enjoy it. I thoroughly recommend this book for all scale modelers as well as those interested in WW II history as I suspect it will provide the basis for many dioramas and interesting armor paint schemes.



Wheely Tedious Circular Stuff

by John DeRosia

Well, I finally got over my ‘...I just gotta build a Patton tank once a year...’ mental mindset.

Some of you know I just love the M-48 Patton tank the most. Yes – I can hardly recall a year I did not build at least one kit of that awesome tank. Let me clarify though, I love the ‘family’ of what I always call the Patton tanks. It could be the M-48, M-60, M-46 etc.

So I picked up a book on the Heavy Tank M-103A2 and ‘kertangkimo’...it sparked me to want to build the tank. However – the ‘dreaded’ Internet search turned up a few extra kits I did not initially plan on. I say dreaded because you know you will find stuff on the internet and you just have to order it! RATS! Good-bye Swiss Bank account of which I have held a sum total of \$000.00 for the last 30 years. One thing led to another and soon I had the Tamiya M-48 Patton, the Dragon M-103A2, and the Takom T-29 coming to the house. (See Figure 1.)

Within a week or so of getting them, I pretty much have all three built. All I have left is weathering. But what I wanted to write about are the wheels. Any modeler who does armor always has the most wheels of any model subject to deal with.

I built these three tanks in my ‘production’ style. That is, I worked on all three tanks at once. First the hulls, wheels, tracks, then turrets. You have seen or read reviews of these great kits so I won’t get into the details. However, I want to mention the wheels.

To me its like when you have a cold/flu and you take that ‘sniffing freezing cold symptoms medicine so you can sleep tonight’ stuff. It tastes like the dickens, but after you take it, get the awful taste out of your mouth, you sleep well and feel better in the morning.

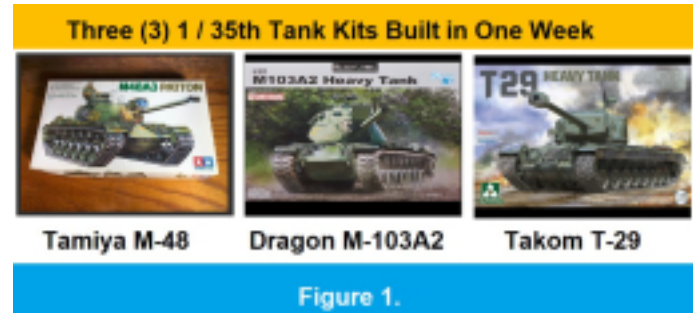
So, it is with tank wheels and me. I built all three sets at once. One bench sitting, one mode of gluing them since they are basically the same. The Dragon kit definitely adds more parts per wheels than I think is needed...but that’s me. You still have to glue them all. Turned out to be 236 parts/wheels for all three tanks.

If you wonder why I may be ‘wheely’ babbling sometimes, here are the three (3) kit wheel breakdowns. (See Figure 2.)

Yes – the next night I also painted ALL of them at once with my mad brush method. (Super thin paint!). I think I got them all done within 1-½ hours.

Typically, of my plastic viewpoint, I have had lots of fun painting/building all three tanks. I will bring them to the July meeting.

Until then, you also keep having fun modelling and get the ‘awful’ model parts done and over with. Trust me – you will sleep better!



Three (3) 1 / 35 th Scale Tanks-Three Sets of Wheels			
Tamiya M-48 Patton			
1 / 35 th Scale Tank Kit:	Total Wheels Both Sides	Parts Per Side	Parts Both Sides (x 2)
No. of Drive Sprockets	2	4	8
No. of Idlers	3 x 2 =6	9	18
No. of Road Wheels (6) Plus Front Wheel	7 x 2 =14	21	42
Total Tank Wheel Parts			68
Dragon M-103A2			
1 / 35 th Scale Tank Kit:	Total Wheels Both Sides	Parts Per Side	Parts Both Sides (x 2)
No. of Drive Sprockets	2	4	8
No. of Idlers	6 x 2 =12	12	24
No. of Road Wheels (7) Plus Front Wheel	8 x 2 =16	32	64
Total Tank Wheel Parts			96
Takom T-29			
1 / 35 th Scale Tank Kit:	Total Wheels Both Sides	Parts Per Side	Parts Both Sides (x 2)
No. of Drive Sprockets	2	4	8
No. of Idlers	7 x 2 =14	14	28
No. of Road Wheels (8) Plus Front Wheel	9 x 2 =18	18	36
Total Tank Wheel Parts			72
Total for 3 Tanks = Wheels / Parts			236

Figure 2.

Ammo by Mig Winterizer Real Snow Set

by Eric Christianson

Ammo by Mig has released a package of products designed to work together to add different types of snow to your models and dioramas. The package is called 'Winterizer Real Snow Set', and contains two types of 'snow', as well as a fixer and a gloss additive. According to enclosed documentation, several types of snow can be produced using the set.

(From the Manufacturer's Website)

"Winterizer Real Snow Set – This set contains all the products required to recreate the texture of snow on any surface including terrain, vehicles, and buildings.

This product has been designed for easy use, particularly for beginners. With the products included in this set, you will be able to recreate recently fallen pure white snow to the distinctive slush and refreezing of the thaw. The unique formula ensures near identical real snow in any scale from 1/16th to 1/72nd, adding a stunning finish to your models, scenes and dioramas.

These products can be diluted with water to make them more fluid. Once dry, you can apply effects with oils and enamels over the snow effect to obtain extremely realistic results. Non-toxic.

Included in the box are:

A.MIG-2080 Powder Snow

A.MIG-2081 Wet Snow

A.MIG-2082 Snow Binder

A.MIG-2057 Glossy Lucky Varnish (17ml)"

My experience using this set

I must confess that I am not a diorama modeler. I build armor (among other types of models) and I am content with doing so without bases. Adding 'physical' snow to a military vehicle, however, has always been something that I thought might be a good skillset to have.

While the concept is simple, the execution – or at least (my) execution - left me a little disappointed. Perhaps in the hands of others, better results can be achieved.

I first tried applying what is called 'Dry' snow, meaning I mix together three of the four products, and apply that to my model with a brush.

I ended up spending four modeling sessions (each 'drying' period is 24 hours long) trying to fix what I had done in the previous session(s) – which is not exactly a ringing endorsement! That said, the process is simple, so I think my issues boil down to technique.

My fifth session involved using a different mix of products (swapping the 'dry' snow with the 'wet' snow), which I spread around the surfaces of the vehicle, just to try something different. I ran into the same type of problem, however, which is due to the mixing ratios required.

The instructions use a mixing ratio that I found difficult to achieve due to the radically different mediums. The (60%) 'snow' is a very, very fine crystalline sand; the fixing agent (30%) is a thick creamy paste (think mayonnaise); and the glossy additive (10%) is a thin liquid. Using a ratio with those types of materials is a challenge to measure out with any type of accuracy. As a result, my first attempt was all fixing agent and no snow. The second, third and fourth applications finally built up some snow, but it came out looking a little... wrong. But - by the fourth application I found that I could manage the mixing ratio like I do with creating a pigment slurry – I sort of 'know' when I have added enough of each element to do the job. And perhaps in another group of modeling sessions I will have mastered these products as well. Since the mixing agent is essentially a thick white glue, however, what's done is done to my model.

Cleaning up the tools and mixing tins is a breeze as long as you get to it quickly after use; the mixture will dry as hard as cement if you don't wash them in a timely manner. Plain old tap water works fine – I added a little detergent to the brushes I used to make sure I got everything out of the bristles.

I am a big fan of Ammo products and I have tried nearly every one of their product lines over the years. Even though I had trouble with the Winterizer set, I sincerely believe that my issues would be resolved if I used the product more, thereby becoming familiar with its specific characteristics.

The Winterizer set is a good idea if you need to get some authentic-looking snow down on a vehicle or diorama. I would suggest that you first apply it to a throw away test model to figure out how it works, and then to work in layers, over a period of time, to achieve the results you are looking for.

I would like to heartily thank Ammo by Mig for providing these paints for review, and to IPMS USA for giving me the opportunity to use them.

Product Web Page: <https://www.migjimenez.com/en/ammo-paints/7317-winterizer-set-8432074074588.html>





***Thunder Over The Reich*, by Wolfgang Wollenweber**

reviewed by Phil Ljunghammar

Publisher's Notes

"First Lieutenant Wolfgang Wollenweber's WWII odyssey, from combat operations in the Me 110 over Russia with the 'Arctic Sea hunters', to pitting the extraordinary He 162 jet fighter against Allied fighters over Germany, and flying possibly the final Luftwaffe mission of WWII, may be the last great 'untold' story from a WWII Luftwaffe pilot.

Posted to the Arctic front in 1943, Wollenweber flew Me 110s on escort missions and ground attack, shooting down several Soviet aircraft in the process, for which he was awarded the Iron Cross First Class. As the fortunes of the war turned against the Third Reich, Wollenweber volunteered for defense duties and soon found himself training to fly the lethal Me 163 Komet rocket fighter, before being transferred to an even newer 'wonder weapon' – the He 162 jet fighter.

The He 162 'Volksjäger' (People's Fighter) was meant to be capable of being flown by members of the Hitler Youth with only rudimentary flying experience, but instead turned out to be an unforgiving machine in untrained hands and whilst Wollenweber himself become one of the most experienced He 162 pilots, he witnessed the brutal human toll it exacted on the unwary or unlucky. And as one of the few pilots to have flown the He 162 in combat, he finally settles the vexed question of whether the He 162 ever shot down an Allied aircraft.

Wollenweber describes in his own words the shocking truth of the last desperate days of the Third Reich and does not shy away from describing the horrors he witnessed and naming the corrupt and incompetent individuals he came across.

This is a vividly told story and an important inside account not just of the revolutionary He 162, but also the changing fortunes of the Luftwaffe – from easy hunting on the Russian front to its final disintegration over a destroyed homeland."

Author's Notes

"The days I spent in basic and flying training differed little from those described in many other memoirs written by Luftwaffe fighter pilots of World War II. In order not to bore the reader of this book with a similar account of my own experiences while learning to fly, I am therefore cutting to the chase and taking him straight onto operations, which for me began early in 1943.

Everything that appears in the following pages, actually happened. Names, dates and details, right down to the exact times of day, have been taken from the flying logbooks, other records and photo albums that are still in my possession.

Even though the events I describe here took place during one of the most tragic eras in Germany's history. I hope I have been able to give a realistic glimpse not only into a chapter in the annals of aviation history that heralded an entirely new form of aerial warfare, the introduction of rocket and jet-powered technology but also into the final and dying days of the once so proud 'Eagles of the Reich'."

My Personal Notes

This is an interesting story told with detail and humor. During his career Wollenweber flew a wide variety of Luftwaffe aircraft. This book focuses primarily on three, the Me 110, Me 163, and He 162. Most of his time was spent with the Me 110 thus the majority of the book focuses on his time flying that aircraft. He flew missions in the Far North with the "Dachshund" unit over the North Atlantic and against the Russians in the East shooting down several Soviet aircraft. He never flew the Me 163 in combat, only in training before being transferred to start an He 162 squadron. With both the Me 163 and He 162, the war was going so badly for Germany, that the



constant shortage of fuel kept the aircraft on the ground most of the time. Wollenweber is one of the few pilots who ever flew the He 162 in combat.

Wollenweber's viewpoint is often short sighted and self-centered. See my quote below from one his experiences while on patrol with a group of Me 110s. He tends to complain about his ground crews, other pilots, officers, everyone but himself. Still his first-hand accounts of what it was like flying for the Luftwaffe starting in 1943 just as the glory years were ending can be insightful. As the war becomes worse for the Germans he describes how hard it becomes to obtain new aircraft, spare parts, fuel, and everything else necessary to keep aircraft flying.

At the end of the book are his personal notes on the procedures to fly the He 162. From a description of every gauge and switch in the cockpit, flight preparation, start-up, take-off, weapons systems, armament, climbing, high-altitude flight, emergency landing, and more.

There are many photographs throughout the book. Many with the Me 110 are his own personal photos. Those concerning the Me 163 and He 162 are, for the most part, also found in other publications.

Quotes From *Thunder Over The Reich*

Me 110

"We had been in the air for a full two hours by now and still hadn't found the enemy ships. After a further 15 minutes a strip of coastline appeared below us. Hauptmann Treppe seemed to assume that this was part of the Rybachiy Peninsula but, despite the poor visibility and a cloud base of only 100 metres, I was convinced that we had unwittingly flown too far to the west and that the land we could see was the northern tip of the Varanger Peninsula...I knew that we would soon be running low on fuel and that the only thing to do was to reverse course immediately and head for home. If we continued to follow Hauptmann Treppe like a load of sheep we'd soon end up in the water...I broke radio silence for a second time: 'Anyone who wants to get back to Kirkenes in one piece, follow me!'...Five machines trailed in my wake. Only Haputmann Treppe and his wingman hesitated momentarily, then they too turned to follow the rest of us. It wasn't long before my fuel warning light began to flow red again. This meant I had only about ten minutes' flying time left...Eventually the mountains to the south of the airfield hove into view, and then the runway itself...I kept to the far right-hand side of the runway to give the machines behind me enough room to land safely. It was just as well I did, for my propellers windmilled to a stop only about 12 metres after I had touched down...I was furious that the mission had been such a total failure – not to say fiasco – but at least we had all got back safe and sound."

Me 163

"I had already heard a great deal about the fabulous handling characteristics of the Messerschmitt rocket-fighter, but also a lot about the lethal unreliability of its rocket motor. The latter was of no concern to me at the moment, however, as we still hadn't received any deliveries of T-Stoff and C-Stoff fuel. Instead the machines' tanks would be filled with water to provide the necessary ballast, and, after being towed aloft by an Me 110, our first flights would be restricted to practicing gliding and landing our unpowered 'power-eggs'...As the Me 163 was not equipped with an undercarriage, take-offs were made with the aid of a jettisonable, two-wheel trolley attached to the aircraft's ventral landing skid. This trolley had to be released immediately after the machine had left the ground – something which most pilots forgot to do. If the trolley was jettisoned too late – once the machine was already five or perhaps even ten metres off the ground, say – its two somewhat oversized rubber tyres would cause it to bounce up to 20 metres back into the air. When this happened it meant at best that a search party would have to be sent out to find and retrieve the errant trolley last seen leaping about all over the field like a demented springbok. At worst, the trolley would bounce back up and strike the aircraft that had just released it, more often than not with fatal consequences."

He 162

"When at 18.10 hours precisely, I pressed the start switch, I heard through the closed canopy once again that peculiar high-pitched whine as the turbine blades began to revolve. I slowly increased power. The whine gave way to a piercing whistle as the revs increased. I was tramping hard on the brakes and could feel the tiny machine quivering as I held it in check. Then I pushed the throttle forward, released the brakes, and the He 162 went howling down the runway like a scalded cat! Perhaps I had erred on the side of caution by running the engine up so slowly and carefully, for I needed the whole of the runway to get her off the ground and only just cleared the road running along the field's western boundary...Over the R/T I heard a confused background babble of voices that told me there was quite a dogfight in progress not too far away. I called ground control and asked for the exact location, but received no reply. Only then did it dawn on me that I was on a training flight and my guns weren't even loaded!"

Heller 1/24th Scale Renault Estafette

by Chellie Lynn

The Renault Estafette was introduced in 1959 as a direct competitor to the Citroen type H van. Renault management reluctantly agreed to the front engine, front wheel drive design, having previously established the rear engine, rear wheel drive conception as the corporate standard for all vehicles. The rear engine design would not allow for an enlarged load space or lower floor height thus the Estafette became the first front wheel drive vehicle marketed by Renault. The name was derived from the Italian word Staffetta, meaning Courier. Production of the Estafette ran from May 1959 thru June 1980 and over 500,000 were produced.

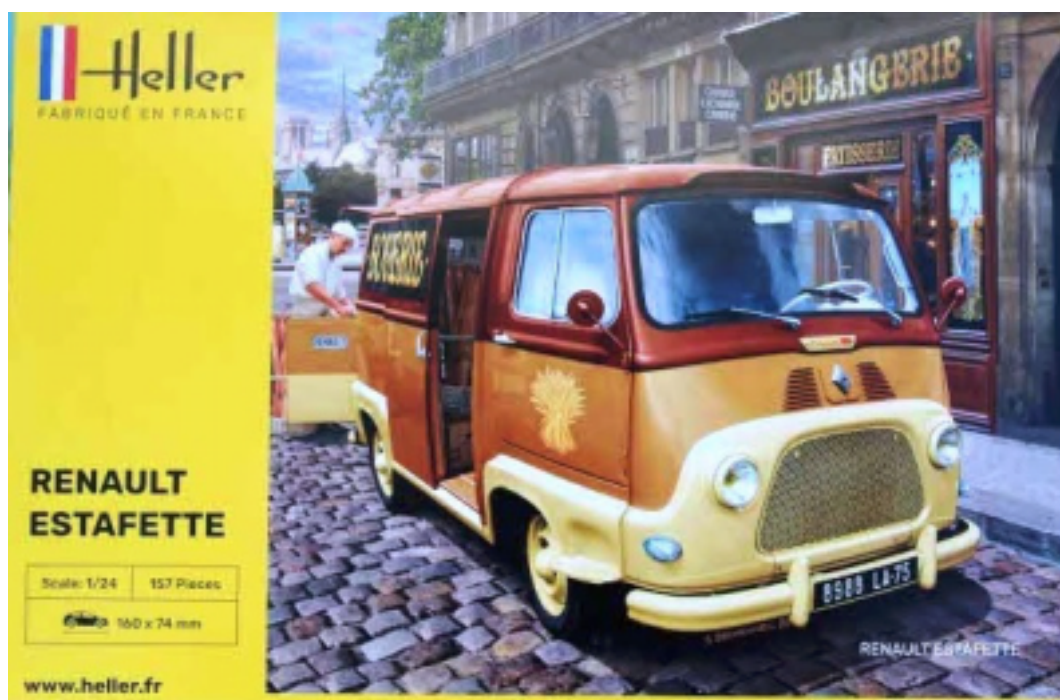
The Estafette consists of five grey and one clear sprue, decals, and poly caps for the wheels. All parts are well molded and show almost no visible ejector pin marks. The clear sprue is quite large and includes the side panels for the windowed passenger version. All of the clear glass areas are molded integrally with the surrounding bodywork, as is the current style of Heller auto kits. This does result in some interesting masking, although there are masking patterns included. The kit instructions include the option of building either a 1964 or 1973 version. Also as noted above, there are all the necessary parts to build a windowed passenger van. The Heller Catalog indicates a Gendarmerie version (Kit # 80742).

Based on available published information, the kit appears to scale out perfectly in all dimensions. The critical aspect from my point of view is, "Does it look right?" The answer is a resounding yes. My only minor concern lies with the engine: is it the original 845 cc or the later 1108 cc engine? You can't really see the engine anyway, so it will do for both kit versions.

It's weird, it's wonderful, it's unquestionably French. The inclusion of two different years plus the passenger van parts leads me to want at least four versions in my collection. Therefore I shall embark on what I refer to as an assembly line project: not one model but three simultaneously. They will be the same, but different. The first a 1964 Delivery van, the second a 1964 Passenger van, and the third a 1973 fully opened up, as if on a showroom floor. One thing I need to get used to is Heller, a long-established French concern, is now owned by a German company. This gives us kits made in France with all the correspondence addresses in Germany.

Review kit once again provided by my overheated debit card from Skyway Model Shop.

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



The North American Mustang P-51D/K Mustang, Including the P-51H & XP-51F, G & J: Airframe & Miniature No.18, by Richard A. Franks

reviewed by Jacob Russell

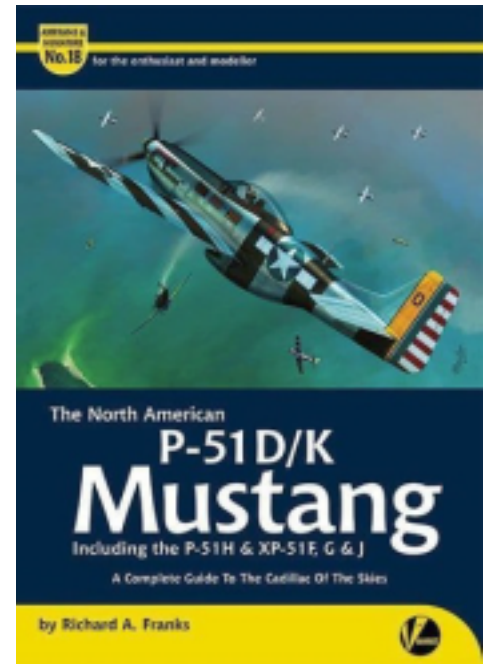
Valiant Wings has come out with a new edition in their Airframe & Miniature series devoted to the bubbletop North American P-51D/K and P-51H. It also caters to the X-51F, G, and J prototypes.

The Airframe & Miniature series books combine a detailed overview and technical description of the subject, and combine it with a thorough outline of the subject's portrayal in the modeling realm. The P-51D/K Mustang family has a well-known history and lots of documentation out there, so the history section should not be expected to be the most comprehensive. Still, what is presented is quite useful, with each subtype being described. Accompanying this are drawings that visually show the differences between the marks. A camouflage and markings section highlights the colorful schemes worn by the P-51D/K and H during World War II and the Post War period, including the Korean War, through the use of color profile illustrations. One of the best parts of this section is a series of drawings depicting which airframe parts were unpainted aluminum and which were painted a mixture of aluminum paste and clear lacquer. This is really useful in accurately depicting the P-51 airframe in modeling form. Finally, in the back of the book is a set of detailed scale drawings that will be of immense use to the modeler.

Following the builds are sections that show all the different variants, including prototypes and one-off test aircraft, with callouts identifying the specific changes found on that version, period drawings, and a comprehensive aftermarket list of both detail accessories and decal sheets.

The modeling section is extensive. It outlines all of the available kits in the major scales. Next are some quality builds of some of the better kits. This includes the Airfix 1/72nd P-51D, Tamiya 1/72nd P-51D, Airfix 1/48th P-51D, Eduard 1/48th P-51D, Eduard/Halberd 1/48th Cavalier F-51D conversion and Revell 1/32nd P-51D-5NA.

If you are looking for a definitive book on modeling the bubbletop P-51D/K/H this is among the best to have. It provides the nuts and bolts you need to build any one of the latest P-51D kits out there, out of the box or superdetailed. Given how quickly the Airframe & Miniatures editions sell out, I would not hesitate too long on getting your own copy. My thanks to Valiant Wings for the review copy.



John Cate's Models

by Morgan Girling

As many of you know, fellow modeler John Cate passed away in the spring. John's wife, Liz, has graciously offered his stash to the club members. The bulk of it will be available at the June 11 IPMS Seattle meeting: John was interested in pre-WWI through WW II aircraft and cars, and had a penchant for rare avia. Included in this group are British, French, Italian and Japanese aircraft and several vintage car kits and a few ships. If you see a model that resonates with you or you've been looking for, please take it and remember John. We have quite a few models in need of foster homes.

Just One Nickel For Four Times the Fun

by Dave Hansen

Back when Franklin Delano Roosevelt was President, a kid could buy a model for the affordable price of five cents. In fact, he could buy four of them for that nickel, all packed in one box. No one offered more variation on that idea than an outfit called Whitman Publishing.

The firm was organized in 1935 as a division of the Western Publishing Company in Racine, Wisconsin. It manufactured scores of model airplane kits, making them available nationwide in the dime stores that were common in almost every town. Most were rubber-band powered flying models and sold from between 10 and 39 cents.* But if you didn't have at least a dime, if you only had a nickel, Whitman had something special for you.

It designed and distributed a series of small (make that very small) models in a wide variety of subjects. One series covered race cars, navy ships, streamlined locomotives, boats and yachts, and army equipment; another included three different sets of naval vessels, and one each of tanks and artillery. Each subject included four models. For example, if you put your nickel on the counter and picked up Set No. 1 (U. S. Navy Fighting Ships), your purchase bought models of a battleship, destroyer, motor torpedo boat, and a mine-laying submarine, all in a box small enough to fit in your back pocket.

Opening that box, you would find a few blocks of balsa, typically about a half-inch square and an inch and a half long, four pieces of thin balsa print wood, a packet of Tentacle Cement to be mixed with water, a small rectangle of sandpaper, and a sheet of instructions. "Whittle While You Play," encouraged the slogan on the back, although it must have been clear that these miniature subjects lay well beyond anyone's ability to whittle. Two things are impressive about the surviving examples: one, the expectation that anyone short of a surgeon could have the skill required to yield a finished product that was little more than an inch in length; and two, the notable clarity and detail of the plans. They are so encouraging that you could almost persuade yourself that construction might actually be possible. The scale varies but somewhere around 1:175 seems right.

As far as accuracy is concerned, the tiny models are not bad, given the limited sources of information that were likely available to the designers at the time. The Light Tank in the Fighting Tanks set is a good representation of a U. S. M2A1, and the British Heavy Tank is also recognizable as a Vickers Medium. The prototype of the German Heavy Tank is harder to pin down; it looks like a beefed-up PzKpfw III. The same set includes what is called a U. S. Combat Car. It is actually the Tucker Tiger, the speedy armored car that mounted a 37mm cannon in an aircraft-style turret, and that was the brainchild of the eponymous automobile manufacture. As far as I know, it is the only commercial model ever made of that vehicle in any medium.

There was at least one other manufacturer of these ultra-small models. The Airway Model Plane Company marketed a series of ship models, with four models in each of six collections. The range extended from the days of sail to 1940s era steam ships and naval vessels. They too sold for five cents and featured small blocks of balsa accompanied by detailed drawings.

Whitman produced five million kits of all types in 1940 and 77 million the next year; it is not known how many of these were the four-for-a-nickel variety, and certainly the stick-and-tissue flying models were far and away the majority offering. With colorful box art suggesting what could be built from the contents, the small and inexpensive kits promised a lot of entertainment (and perhaps frustration) for a little pocket change.

* For the full story, see www.flyingacesclub.com/KAPA/ISSUE8.pdf



Six Questions

by Will Perry

1. When was the first flight that lasted longer than a day? Year and aircraft please.

In July 1914, German Reinhold Böhm took off from Johannisthal Airfield near Berlin, Germany and remained airborne for 24 hours 12 minutes, flying an Albatros DD to establish the last international flight endurance record before the First World War.

<https://www.rafmuseum.org.uk/research/research-enquiries/history-of-aviation-timeline/world-aviation/1914-2/>

https://en.wikipedia.org/wiki/Flight_endurance_record

2. Name the first black pilot.

Ahmet Ali Çelikten, a citizen of the Ottoman Empire. He received his license by Fédération Aéronautique Internationale on February 20, 1914 and flew for the Ottoman military in WW I.

https://en.wikipedia.org/wiki/Ahmet_Ali_Çelikten

BONUS Who was the first African American to own a jet?

James Brown purchased a Learjet 23 in 1966.

<https://travelnoire.com/did-you-know-james-brown-is-the-first-black-american-to-own-a-private-jet>

3. Singapore Airlines' recently got a lot of buzz with its Singapore to New York JFK flight, which uses long range Airbus A350s and takes 19 hours. Some uninformed journalists have referred to this as the longest commercial flight ever. Fake News! What's really the longest scheduled passenger flight ever? What airline? When? What aircraft?

June 29, 1943 – July 17, 1945: Qantas operated "The Double Sunrise", a weekly 5,652-kilometre (3,512 mi; 3,052 nmi) flight between Perth, Australia and Koggala in Ceylon (now Sri Lanka) with average flight times of around 28 hours, using a Consolidated PBY Catalina.[34] The flight from Ceylon to Australia on Aug 30, 1943 remains the record holder for longest time airborne (for a commercial passenger flight) at 32 hours, 9 minutes.

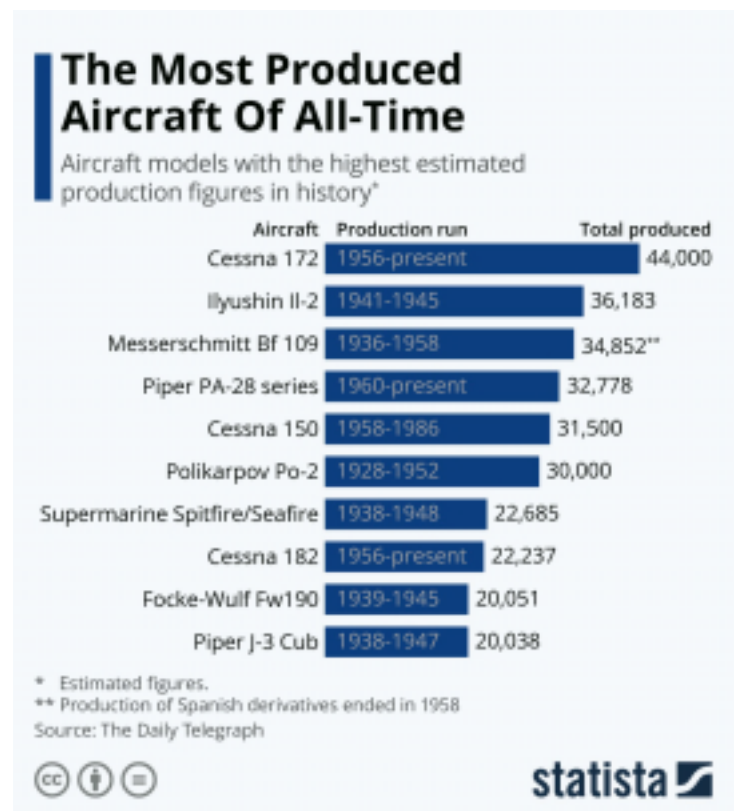
https://en.wikipedia.org/wiki/Longest_flights

https://en.wikipedia.org/wiki/The_Double_Sunrise

4. What is the most produced aircraft of all time?

Since it first flew in the mid-1950s, the Cessna 172 Skyhawk has become the world's most-produced aircraft with at least 44,000 rolling off the production line.

<https://www.statista.com/chart/20788/aircraft-models-with-the-highest-estimated-production-figures/>



5. In 1959 a Cessna 172 set a world record that still stands today. What record?

From December 4, 1958 to February 7, 1959, Robert Timm and copilot John Cook set an endurance record in a Cessna 172, staying aloft for a 64 days, 22 hours, 19 minutes and 5 seconds.

<https://disciplesofflight.com/flight-endurance/>

6. Who holds the record for the fastest human being not in an aircraft or vehicle?

Felix Baumgartner - He is best known for jumping to Earth from a helium balloon from the stratosphere on 14 October 2012 and landing in New Mexico, United States as part of the Red Bull Stratos project. Doing so, he set world records for skydiving an estimated 39 km (24 mi), reaching an estimated top speed of 1,357.64 km/h (843.6 mph), or Mach 1.25.

https://en.wikipedia.org/wiki/Felix_Baumgartner

Photo of the Month



IWM caption: "Short Stirling Mk IVs of Nos. 196 and 299 Squadrons RAF lining the runway at Keevil in Wiltshire, before emplaning paratroops of the 5th Parachute Brigade Group for the invasion of Normandy, 5 June 1944." Source: IWM CH 13298

Some Things (not all!) Have Gotten Better

by Scott H. Kruize

X-Acto's #1 knife, fitted with a #11 straight-taper blade is, of course, our 'Weapon Of Choice'. I just poked myself with it, not for the first time...nor is this accident 'news' to any of you modeling readers...

Making a virtue of necessity, I'm letting the freshly-bandaged little slice knit as I write this article. (Wait! Don't I need that same poked fingertip to use on my keyboard? We'll come back to that.)

Meanwhile, it resurrects an ancient memory. When he realized my modeling was getting serious, Father let me use the #1 knife from his own classic X-Acto knife set: three different sizes, assortment of blades, all held in the classic wooden storage box. (As I write this, a nearly identical set is still readily available, the only major difference being that the case is plastic instead of wooden.) His set was seldom used, brought out only for the odd utility-type job around the house.

Bear with me while I explain that at the advanced age of 11, I was sometimes left to babysit my two younger brothers, on short parental trips into the Outside World. Parents among you will sympathize with their giving me such vast authority, at least for very brief times, to avoid the logistical nightmare of trying to get three boys caught, organized, jacketed, and safely installed in the car for an errand. Anyway, Chris, five years younger than me, came quietly up while I was concentrating on painting my Monogram B-58 Hustler ('With Authentic Weapons Pod Drop!'). He picked up Dad's knife, examined it carefully, and cut himself with it.

I got in trouble when our parents got home, but after they understood the situation accurately, absolved me of blame, and let me get on modeling with Dad's knife. But we agreed that a closer eye would be kept on both brothers: exceptional vigilance to keep that sharp cutlery from their clueless handling. Whatever the dominant factor in his mind: the painful prick, the Band-Aid I put on him, the brouhaha when Mom and Dad got home...Chris didn't repeat the mistake of playing with that particular 'toy' again.

Since that incident at 11, my tool collection's gotten steadily larger, with more mayhem potential, but so has my degree of care. That #1 X-Acto knife, however, being wielded so often, still manages to prick me. I'm resigned to the occasional interruption of my work for an 'Ow!', a quick cold water finger rinse, and application of a small bandage...which I make a point of always keeping in quantity in my medicine cabinet.

Back to my starting this article: don't I still need that fingertip for poking the keyboard? Actually, not so much nowadays. I've been writing articles for web sites and for my modeling clubs' newsletters for some time not by touch-typing, but by yakking. I CAN touch-type, but have never been very fast, and my thoughts run so much faster than my fingers, reports and papers in college were discouragingly time-consuming. But then, with the advent of IBM's 'ViaVoice' software for personal computers, and its successor, Dragon Naturally Speaking, my ability to get thoughts



down on distributable media really took off. I still have to edit and correct my deathless prose, especially looking out for homophones that voice-recognition software can't possibly always select from accurately: 'I want to paint two plane models not too plain.'

Right now I'm using my enhanced volubility to comment on some other things that are way better Now than Way Back When. Specifically, trying to get stick-and-tissue rubber-powered Free Flight models together, covered, and finished.

Way Back Then, I tried build with kit pieces of 'die-mashed', or just cut from printed sheets, balsa weighing 18 pounds per cubic foot. (That density is perfect for WWII-era ship-borne balsa life-rafts, but can't be made to take wing...but how would I have known that? – I knew NO other modelers!) Those I stuck together – after a fashion – with that awful so-called 'model airplane cement'. Then I'd try to stick the low-quality kit tissue to the overweight balsa structure with 'model airplane dope', then after the tissue was water shrunk, stabilize it with more of the same. The glue was expensive, flammable, odoriferous, poisonous, and stainer of clothing and every surface it came in contact with – according to Mother. Let's not forget the sensational reporting of kids holding its fumes in plastic bags over their heads to try to get 'high'. Many got severely sick that way; some died. Model airplane dope had much the same ghastly physical and chemical qualities.

Decades ago, my total failure with those old so-called 'flying' models amounted to painstakingly getting one together, more or less, then a test flight attempted, by winding the wretched rubber band from the kit, with my finger, against the grade-triple-Z prop...but again, how was I to know this was next-to-hopeless? The 'best' flight ever was but a 15-foot downhill careen from my hand to the ground in the backyard, where those overweight tissue-covered balsa parts, amalgamated with those dreadful model chemicals, smashed into irreparable wreckage.

That's why I fell back to only doing plastic static-display models for much of the intervening years. Later, I did learn to build larger and heavier flying sport planes... but they were better engineered, made of superior materials, were more reliably powered, with glow engines...and radio controlled...no more random unguided crashes!

Now, in my Advanced Age, I'm returning to those simple stick-and-tissue rubber-powered Free Flight models – but this time, making them from decent balsa weighing 7 to 11 pounds per cubic foot. Some parts I cut myself with that same #1 knife, others are from modern kits, elegantly, neatly – even perfectly! – laser-cut. I glue these parts together with yellow carpenter's glue, which is economical, simple to apply, non-toxic, nonflammable, cleans up with a little soap and water while wet, yet dries into joints stronger than the wood itself.

The tissue I'm using is on par with what used to be exceedingly ex\$pen\$ive so-called 'Japanese tissue'. Now, even common gift-wrap tissue is much like it. I apply it with a glue stick, the permanent kind. Freshly applied, Elmer's or Avery's glue has enough 'give' that the tissue can be gently tugged and smoothed down into place without wrinkles. After brief drying, the tissue can be safely water-shrunk. The resulting smooth surface is then finished, stabilized, and strengthened with water-soluble clear acrylic paint, or lightly brushed (or airbrushed) with Johnson & Johnson 'Pledge' (a.k.a. 'Future') floor polish; cheap, water-proof when dry; seals great; looks fabulous!

Decent modern rubber is then stretched and wound with a 5-to-1 (or more) mechanical winder, and the substantial power thereby stored is released to drive a fine, modern, well-engineered plastic prop.

The results, infinitely superior to those I could get Way Back When, are largely due to this improvement in materials, adhesives, and finishes. I do like to think my skill and patience are also much better than they were...but

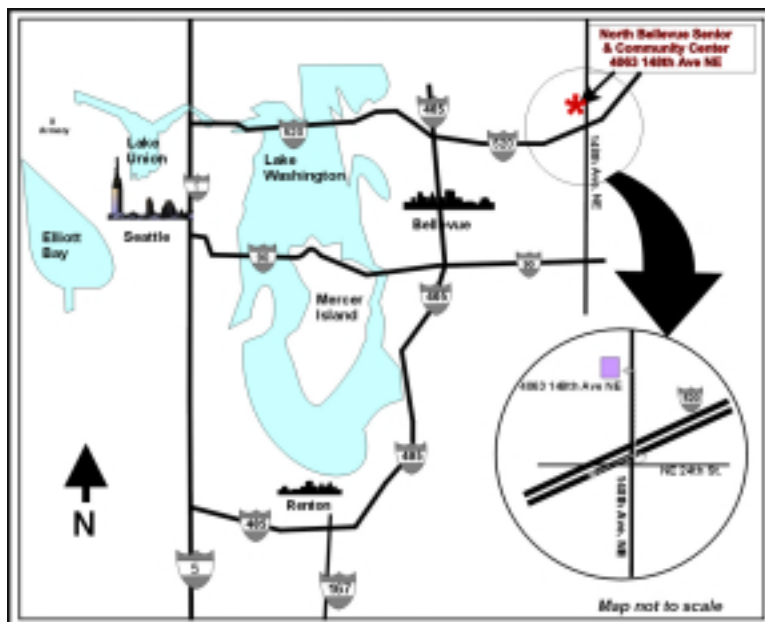


must concede my ability to poke myself with that same #1 knife persists: more rarely, but it still occurs. That doesn't prevent me from urging all of you with memories of similar horrible experiences, balsa modeling Way Back Then, to try again! Some things HAVE gotten better. You may yet find making and flying balsa models fit into our philosophy of

Build What You Want, The Way You Want To, And Above All Have Fun!



Next Meeting: June 11 **10:30 AM to 1:30 PM**



North Bellevue Community/Senior Center 4063 -148th Ave NE, Bellevue

Directions to NBCSC: From Seattle or from I-405, take 520 East to the 148th Ave NE exit. Take the 148th Ave North exit (the second of the two 148th Ave. exits) and continue north on 148th until you reach the Senior Center. The Senior Center will be on your left. The Center itself is not easily visible from the road, but there is a signpost in the median.